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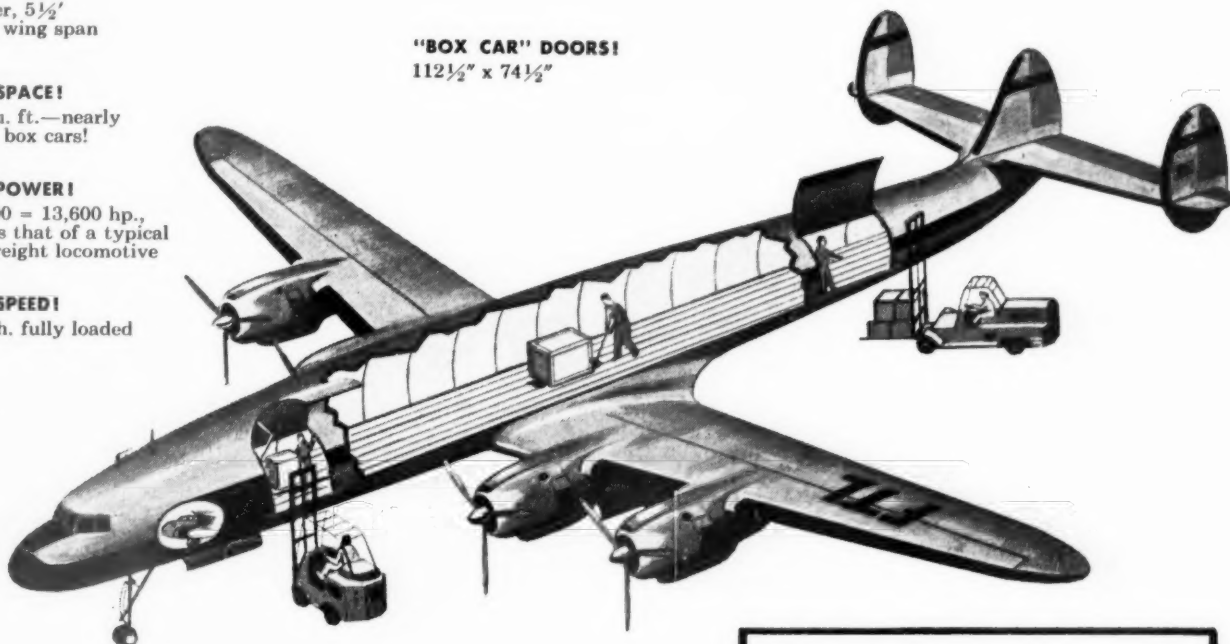
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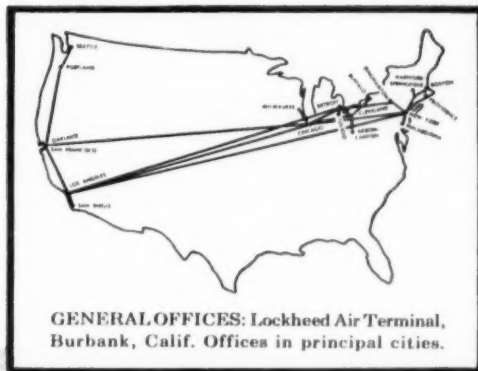
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From The Rostrum

Raymond A. Norden, President Seaboard & Western Airlines, Inc., before the Fourth Public Relations Conference, International Air Transport Association, Hamburg, Germany:

"After 35 years of history, the international air transport industry today is in a state of flux, conditioned largely by the introduction of jet-powered aircraft. With only 12 years of history and experience, the cargo end of the business is undergoing even greater 'growing pains.'

"There are extreme differences among IATA carriers as to type of ownership, size, philosophy and route structure. These individual situations have resulted in differences in viewpoint as to the best approach to building the cargo business in the future.

"Regardless of viewpoint, we face at this time a common problem—the impact of the jets and their effect on the cargo business. The jets will give us new opportunities, as well as prob-

lems. Your jobs, as public relations experts, will be to help to continue the expansion of the volume of air cargo carried by all types of aircraft and services. New low rates will be introduced where such reductions will generate the greatest increases in volume. At the same time, the airlines will need volume traffic at an economically sound rate of return. Public relations in general must support the cargo sales effort, if we are to meet the new challenges that the jet age will present.

"The jets should provide a great stimulus to the development of the cargo business. They provide a premium high speed service. With customs procedures, ground handling and paper work geared to the same speed, the shipper will have a true express cargo service. This will redound to the benefit of all airlines which serve or feed the gateways on both sides of the Atlantic.

"By virtue of their premium service,

the jets will also provide a great promotional tool as a means of penetrating even deeper into the potential of air freight.

"Along with other passenger aircraft, they will provide tremendous frequency as well as capacity.

"At the same time, all cargo aircraft will be needed to lift the outsize and large volume shipments which normally move on a cargo airplane.

"As a result, the airlines will be providing two classes of service and the shipper will have two distinct levels of service from which to choose, in line with his own particular requirement.

"With respect to cargo traffic, the jets require major revisions in ground handling systems and techniques and the development of new cargo handling equipment. Increased speed in the air is of little value if the ground time remains the same or increases.

The high operational cost of a jet re-

(continued on page 6)

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AIR CARGO is published monthly as a magazine and as an official guide of
airline cargo schedules, a complete station directory for the United States and
Canada, and corrected table of carrier acceptance of live animals and unusual
shipments.

Every other month, in January, March, May, July, September, and No-
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features to include domestic and international air freight rates, documentary
requirements for international shipments, and other air shipping information
subject to infrequent change.

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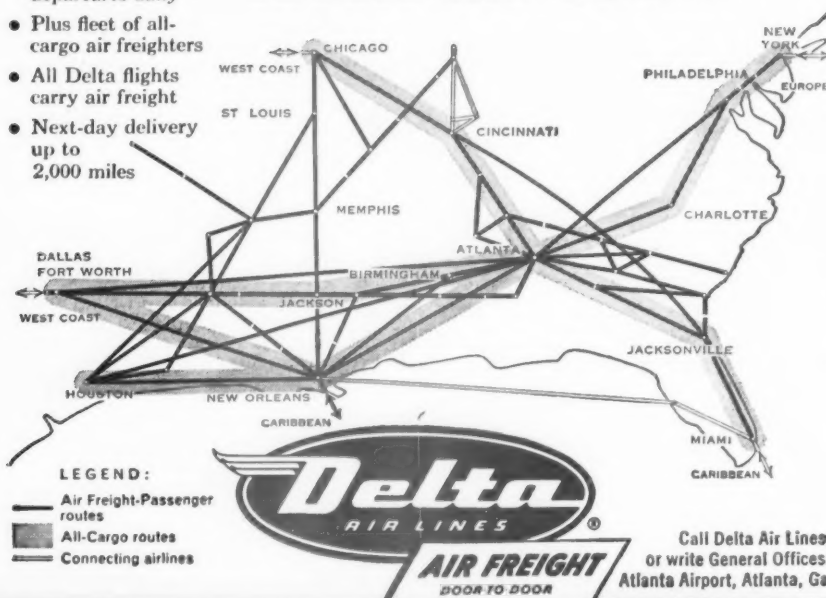
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ROSTRUM

(continued from page 4)

quires maximum utilization of the aircraft to insure a sound economic operation. This means faster turnaround time—and expedited loading and unloading of baggage, cargo and mail.

"With its increased capacity, the jet generates an increased volume of baggage and cargo, which must be handled in less loading time than that required for smaller, piston-powered aircraft. Thus, for the jets, ground crews and cargo handlers will have to compute, plan and load baggage, cargo and mail, substantially larger in volume and weight than the loads stowed previously in DC-7Cs and Super Constellations. For an efficient and economic operation, they will have to do it in the same time used previously to load less volume on the smaller aircraft.

"This calls for increased emphasis on pre-flight planning and loading efficiency, as well as the development of new equipment to expedite the process.

"Most likely, this expedited handling will prove costly, but this is part of the premium service which the jet will provide to the shipping public.

"One question raised most frequently in recent months concerns the use of the jets as all cargo aircraft. Quite frankly—and this is a personal opinion—none of the jet transports currently in production will be of value for all cargo operations in the foreseeable future. The fundamental problem in this case is the basic design of these aircraft as passenger airplanes, with light floors and side-loading doors . . .

" . . . All cargo aircraft currently in use were designed originally as passenger aircraft. All of these—including the Super Constellation, the DC-6A and the DC-4 freighter—have side-door loading. With the Super Constellation, I believe we have gone as far as we can with a side-door airplane for all cargo service. Obviously the development of new ground handling equipment, which will reduce loading time, will help the situation.

"In any case, it is highly unlikely that a new-type commercial air cargo plane, including those I have just mentioned, will be placed in service in the near future.

"Therefore, in the near future, we face a situation in which, as mentioned previously, the industry will provide two types of service—an expedited, frequent express-type service as provided in the combination passenger/cargo aircraft, and the volume heavy-lift type of service as provided by the all cargo aircraft . . ."

EDITORIAL

Now Is The Time For All Good Men

We would like to start this page with the wish that everyone will have a happy and successful 1959.

But as 1959 opens, we are afraid Slick Airways will not be feeling happy about the New Year. On December 12, the Civil Aeronautics Board turned down requests to give all-cargo lines subsidy.

When its petition for subsidy was filed, Slick told the Board that unless subsidy were granted there could be no way for Slick to reactivate common-carrier cargo operations.

The denial of the subsidy petitions was not unexpected.

What was unexpected was the "all or nothing at all" one in the rest of the Board's order which instituted an expedited investigation of the all-cargo experiment.

The Board has decided to find out whether the all-cargo certificates of AAXICO Airlines, The Flying Tiger Line, Riddle Airlines and Slick Airways are in the public interest as written, whether the certificates should be altered or discontinued altogether, and whether the all-cargo airlines should be permitted to have general mail and receive subsidy.

The Board is placed in a peculiar and unhappy position. The agency is, in effect, challenging its 1956 decision which continued the all-cargo experiment unchanged except for authority to carry mail without subsidy. Member Louis J. Hector, in a separate but concurring statement, agrees that it is past time for the all-cargo experiment to be examined critically in the light of public convenience and necessity.

If the cargo airlines are needed, Mr. Hector said, then they should be certificated on the same basis and

with all the benefits of other certificated carriers, except for the carriage of passengers.

The one point Mr. Hector did not bring up was CAB's reasoning often expressed, that all-cargo airlines would be able to provide a body of statistics available only from carriers primarily concerned with the business of handling air freight. So far, the cargo airlines have had to depend more on other sources of revenue than they have on scheduled common-carrier air freight operations. Latest reports to the Board from the all-cargo lines substantiate this. In the case of AAXICO, for the year ending June 30, 1958, 91% of total revenues came from nonscheduled or other transport.

In the coming investigation, the Board will have to face the problem of determining the costs of air freight operations. Statistics will be submitted by both combination and all-cargo airlines—which cost figures will be the most telling?

The all-cargo experiment is nearly 10 years old. During that time, the shipping public has had the opportunity to test the all-cargo carriers. Undoubtedly, shippers' feelings will be considered in the decision the Board has to make.

If shippers like the all-cargo service and believe it should be continued, now is the time to say so. If not, or if the cargo services of the combination airlines fulfill every need, then this, too, should be stated. But above all, such declarations should be made before the investigation is closed.

Wallace I. Longstreth

TRENDS

The big question—What is the Civil Aeronautics Board going to do about the subsidy requests of the all-cargo airlines?—has been answered. No subsidy. Furthermore, in the order denying the requests, the Board instituted a proceeding to see whether all or any part of the all-cargo airline experiment should be continued.

Slick Airways, due to tell the Board by January 1 what plans are afoot to re-activate the Slick common carrier all-cargo operation, will probably get a postponement.

The effect that sales effort has on producing air freight was clearly demonstrated in 1958. With Slick out most of the year, overall air freight traffic record slumped, despite record loads by many individual airlines. Load factor figures indicate that, except in a very few cases, there was space available for all the traffic generated.

One group of shippers, west coast flower growers, reported some trouble finding necessary space.

Increased postal rates for certain classes of magazines, which go into effect January 1, will have more publishers checking into air freight rates. Where time is an important element in delivery, air freight will offer sufficient advantages to offset higher cost.

Target date for the Civil Aeronautics Board to move all offices into new offices in the Universal Building at Florida and Connecticut Avenues in Northwest Washington probably will not be met. Move was to start the first week in January, but the building is not ready.

Military's requirement for commercial airlift for the remainder of fiscal 1959 is a long way from solved. Despite a directive to use \$80 million worth of commercial lift, some MATS personnel had hoped to get by on \$59 million. Others at MATS are guessing that \$100 million in airlift will have to be bought.

Buyers of plane-load charters are sitting in an enviable position as 1959 opens. Rates for charters of older equipment have gone down sharply in the last two months.

Air freight forwarder activity continues to move at an accelerated pace. At the close of 1958, the Civil Aeronautics Board had on file applications from 23 companies for forwarder authorization.

American Express, which has had considerable trouble with its application, has prepared a filing so big that the Board gave the company an extra week to get the filing in.

The year 1959 holds promise of being as bad, laborwise, as 1958. The unsolved problem, pay and working conditions of flight crews. Threatening to assist in keeping the field turbulent is James Hoffa, teamster boss.

Protest by Flower Shippers Draws CAB Inquiry

Civil Aeronautics Board Chairman James R. Durfee has advised four airlines that the Board is taking a close look at the adequacy of all-cargo service in relation to the flower shippers. The letter, which was released by Congressman William S. Mailliard of San Francisco (R.-Calif.), was sent to American Airlines, Trans World Airlines, United Air Lines, and The Flying Tiger Line.

According to the Durfee letter, CAB has for the last six months been informally investigating letters of complaint sent by the flower shippers and growers in the San Francisco Bay area with respect to the all-cargo service being provided. The Board has decided to narrow down the points complained about to the Fort Worth-Dallas area, Kansas City, St. Louis and Pittsburgh.

Chairman Durfee points out that the suspension of Slick Airways has aggravated the lack of space for the movement of flowers which has "become

critical on certain days of the week, as well as during certain peak market seasons." He further noted that "the airlines have attempted to meet the demands of these shippers and in some instances have done an outstanding job. However, there are certain areas, as noted above, where an improvement in service appears to be warranted."

Although he said the Board would not institute a formal investigation into the service now being provided, Durfee wished "to impress upon the airlines the importance the Board attaches to the provision of adequate all-cargo service in this market. It is hoped," he continued, "that the attention of airline management will continue to be directed toward this situation and as equipment becomes available through the introduction of jet service, that such surplus equipment will be assigned to the alleviation of the shortage of cargo space in the San Francisco Bay area. It is hoped that partic-

ular and immediate attention will be directed to the four points mentioned above and that some temporary solution to the lack of all-cargo service to the Kansas City and St. Louis area in particular may be brought about."

In conclusion, the Durfee letter called upon the airlines involved to advise the Board what steps would be taken to alleviate the situation. Each carrier was also asked to furnish the Bureau of Air Operations with the following quarterly information during the year ended December 31, 1959:

(1) The average load factor, by flight, on the first segment of all east-bound all-cargo flights departing San Francisco, by month.

(2) The number of boxes of flowers moved by day of the week for each month for the flights shown in No. 1 above.

(3) The number of boxes of flowers destined for St. Louis; Kansas City; Dallas and beyond, by connection; and Pittsburgh. Show by month and indicate whether each movement was via all-cargo or combination services.

(4) Number of boxes of flowers refused by destination (if available) and by day of the week.

Air Taxis To Broaden Air Express

Communities without scheduled air service recently received a break as a result of a Civil Aeronautics Board decision which authorizes and encourages Railway Express Agency to expedite shipments via air taxi operators. By this new authority, which in large part affirms the initial decision of Examiner Barron Fredricks, the Board has endeavored to improve air express service to off-route communities.

At the same time, the Board decided that participation of air taxi operators in air express movements, should be governed by separate agreements with Railway Express Agency, Inc.

CAB considers air taxi operators as air carriers engaged in the direct air transportation of passengers and/or property, with small aircraft (maximum certificated takeoff weight of not more than 12,500 lbs.) They may have scheduled or irregular operations.

The authority will be amended to permit REA to contract with the air taxi people as a class. But the agreements entered into must provide for a method of accounting for the revenues and expenses attributable to air taxi express carriage. The agreements would be entirely independent of the air express revenue and expense pool established under the Uniform Air Ex-



Frank Taylor of Andre Greenhouses, Pa., one of the nation's largest rose growers, has himself shipped with a load of roses on Delta Air Lines from Philadelphia to Atlanta. A new provision on DAL permits shippers to accompany their merchandise aboard the airline's Super D-46 cargo planes at double the regular air freight rate, based on weight. Taylor wanted to include the South in his sales territory and was interested in how DAL handled flower shipments. Stewardess Pat Norris sees him off.



At left heavy machinery, in the form of an 8,000 lb. electric converter consigned to the Durkee-Atwood Co., Minneapolis, is unloaded from the cargo door of a Northwest Airlines' DC-6B. The company estimated that the air freight shipment saved \$300,000 in production costs.

Swissair recently shipped 10,824 lbs. of heavy uncrated machinery from the U.S. to Switzerland. Here, at a \$1,000 saving in crating charges, the main unit of a rail leveling machine is loaded aboard one of the carrier's "Cargoliners."



press Agreement which at present governs the accounting and settlement between REA and all certificated U.S. airlines.

CAB further anticipates that REA will issue a single through waybill for an air express shipment routed in part via air taxi, and "will make appropriate provision in its air express tariff for additional charges imposed upon the shipper or consignee for air taxi hauls."

The Agency stressed that prior CAB approval of agreements between REA and the air taxi operators was not necessary to activate the new service. The filing of these agreements with the Board, however, will eventually be required.

Bestowing its blessings on the new service, the Board noted that "air taxi express transportation between certificated points and out-lying communities will offer a substantial improvement over REA's existing pickup and delivery service."

By expediting REA's ground handling service between certificated and off-route points, the Board reasoned "air taxi operations will further curtail the time required for an express shipment to pass from the home or place of business of a shipper to the hands of a consignee."

Also expressed was the hope that "the improved service furnished by air taxi operators will attract the business of the local shippers in the off-route communities presently withheld from REA's rail and truck operations."

An additional consideration involved the strengthening of air taxi operators. As the Board put it, "the transportation of air express should accomplish a more effective utilization of the equipment of air taxi operators at insignificant additional costs. Through the carriage of air express, air taxi operators should be enabled to render a more efficient and economical overall air transportation service, and to that extent contribute to the development of a sound air transportation system."

With this end in view, the CAB felt that REA and the air taxi operators should begin negotiations "at once for the effectuation of an agreement providing for air taxi air express transportation between certificated and off-route points."

Specifically, the Board allowed 90 days for the parties to effect this agreement. Terms were not prescribed since the Board said it would not undertake at this time to consider the matter of prescribing the terms of an appropriate agreement.

Budget Set By ATC For Cargo Advertising

The Air Traffic Conference has received the go-ahead from the Air Transport Association directors to proceed on the first half of the 1959 advertising campaign which will cover freight, air mail, parcel post, and military passengers. ATC is now reviewing

methods of spreading the cost of the campaign among the carriers, in an effort to effect a more equitable allocation. The directors will await the outcome of the review before acting on the second half of the \$361,860 program.

NWA Buys Five DC-8s; 10 Lockheed Electras

Northwest Airlines has firmed up plans to buy five Douglas DC-8s and ten Lockheed Electras. At the same time, the airline announced that it will trade-in or sell to Douglas Aircraft Co. five DC-7s, and to Lockheed Aircraft nine Boeing Stratocruisers.

Both the Northwest DC-8s and Electras will have range-increasing modifications. The DC-8s will be modified to carry 1,380 additional gallons of fuel by including fuel tanks in a new wing leading edge to the fuselage fillet. The present planned configuration for the jets is 42 first-class and 80 tourist seats. Maximum gross takeoff weight is 310,000 pounds.

The Electras will have additional fuel capacity to give them true transcontinental capability. Some 900 gallons of additional fuel will be carried in fillet tanks. The takeoff weight will be 116,000 pounds.

The contract with Lockheed was signed in May. The cost of each Lockheed L-188A Electra will be \$2,400,000 and the total outlay for the 10 plus spares and equipment, will be \$24,000,000.



ost of the \$29,654,000. Lockheed will accept on trade-in or purchase the nine Strato-cruisers for \$3,500,000, or about \$390,000 each. Deliveries of the Electras will take place between July and December 1959.

The contract with Douglas was signed in July and deliveries of the DC-8s will take place from March through September 1960. The cost of each jet airliner to Northwest is \$5,780,000 with the total price being \$37,845,000, including engines and spare parts. Douglas will either accept trade-in or purchase five DC-7s at a unit cost of \$1,350,000 or total of \$6,731,000, including spares and equipment.

Air Shipping Attracts Transistor Radio Sets

A flood of Japanese-made transistor radio sets priced between \$15 to \$20 has been airlifted between Japan and the United States. On one flight alone, Japan Airlines hauled 16,000 of the sets, weighing a total of 12 tons, from Tokyo to the U.S.

Until last fall most of the transistor sets were exported by ships, but by the middle of October, merchants in New York, Chicago and San Francisco began to flood Japanese manufacturers with requests for urgent shipment of transistor radio sets in time for Christmas sales.

The big manufacturers, Toshiba, Sony and Sony Electric companies

quickly switched a portion of their shipments to air and dispatched an average of 2,300 midget radio sets a week.

Japan Air Lines has earned at least \$100,000 for their services in the movement. Northwest Airlines is also busy and has scheduled a total of 15 special cargo flights to meet the demand.

13 New Aircraft Added to Lufthansa Fleet

Lufthansa German Airlines has announced the purchase of 13 new aircraft at a total cost of \$31,442,300.

W. A. Kittel, general manager for North America, said that four Boeing 707-403 jets, slated for transatlantic service during the Spring of 1960, accounted for \$20.6 million of the outlay. The balance is earmarked for nine Vickers Viscount 814 turboprops which are scheduled for European and Middle East service. The additional planes bring Lufthansa's total fleet to 34.

Kittel also noted that Lufthansa's cargo load increased 354% from 1955 to 1957. Mail revenues increased 208% for the same period. "Present indications are that 1958's figures will top by a wide margin our 1957 record year," he said.

Air Cargo Service Started For Long Island

Delafield Air Cargo of Ronkonkoma, N.Y., has opened regular scheduled cargo service between Long Island and New England. The company, which will be called Del-Air, will initially operate Howard air freighters every Wednesday and Friday between MacArthur Field, L.I., New York and Bridgeport, New Haven and New London. A Tuesday morning trip between these points is also scheduled.

Richard Delafield, president of the company, said, "We will be performing a service that fills a long felt need. There are many people and firms who need rapid transportation of cargo between the areas we serve. And there can be no question as to the time element with fragile or perishable cargo."

N.Y. Cargo Salesmen Organize Sales Club

A club for air freight sales personnel in the New York Metropolitan area has been established with headquarters at the Hotel Governor Clinton. Paul Diddy of Capital Airlines was elected president of the new organization which is called "The Air Cargo Sales Club of New York."

Diddy said the objectives of the new organization are to foster the interests of the air freight industry and to promote closer contact and understanding among its members.

More specifically the purposes and objectives of the club were defined as: "To unify the promotion of air freight on an industry basis; to develop new air cargo sales techniques; to promote air freight through various media; to foster cooperation and better understanding between airlines and to promote a closer personal friendship among its members."

The ACSC of N.Y. has initially scheduled general membership meetings every two months. It was anticipated that this year memberships will be opened to air freight personnel in categories other than sales.

Cut In Air Mail Charges Proposed By Flying Tigers

The Flying Tiger Line has forwarded a proposal to the Civil Aeronautics Board which could in effect slash air mail charges to the Post Office Department by 41%. Specifically, the FTL petition now on file with CAB seeks to establish a lower non-subsidy service rate for transportation of mail on cargo planes by the nation's all-cargo lines.

Terms of the petition provide for fixing rates for the carriage of mail by the cargo airlines based on a multi-element formula which would result in a marked decrease in the ton-mile rate. The existing terminal charge would remain unchanged, the Tigers said, but the charge for the miles flown would be reduced to the comparable all-cargo tariff rates for air freight. The overall effect could result in a reduction in cost to the Post Office from the current ton-mile level of about 40 cents to an estimated 23½ cents, an approximate 41% reduction.

The present method has been for operators of all-cargo aircraft to carry mail for the Post Office Department at the non-subsidy rate set for passenger aircraft.

Robert W. Prescott, Flying Tiger Line president, explained that the proposed rates should lead to serious consideration by the Post Office of an early program of all-up lift of mail and lowered rates to the public for air parcel post.

Prescott holds that to the all-cargo carrier service mail becomes, in essence, priority first class air freight and should be subject to an equivalent rate. There is no reason to charge the Post Office more than is charged to a commercial shipper except for the priority granted to air mail, he said.

The average ton-mile return to FTL from the carriage of its highest rated commodities for the six months ended September 30, 1958 has been approximately 21 cents. This compares to the present cost to the Post Office of about 40 cents per ton-mile.

FTL amplified in the petition that, "at the time the present mail rate order was promulgated there was no data or experience with the costs of handling mail in all-cargo aircraft. The experience of Flying Tigers in the transportation of mail points to the need for new service mail rates. Flying Tigers is carrying the mail in cargo aircraft in the same manner, using the same methods, involving the same handling, as in the case of air freight. There is no discernible difference in its operations for serving the mail as compared to serving air freight except for one factor: the terminal handling including the grant of priority to air mail."

HAL Merger Offer Refused by Aloha

An offer by Hawaiian Airlines to buy assets of Aloha Airlines and merge the operations of the two companies has been turned down by Aloha's board of directors. News of the formal HAL offer was contained in the carrier's third quarter financial report.

Hawaiian president Arthur D. Lewis said that his airline's offer "was made in the belief that such a merger would be in the public interest. We are also convinced that the proposal would receive the necessary affirmative vote

of the stockholders of the two companies, who have suffered a decline in their investment and have received no dividends since the duplication in scheduled air service began in 1949," he added.

Reviewing the past experience of the two airlines, Lewis commented that, "The history of operating losses for the two inter-island airlines over the past decade has demonstrated that the limited travel market within Hawaii cannot sustain duplication in air services with profit. If this duplication . . . continues, sustained and heavy subsidy will be necessary . . . We are convinced that under a merged operation significant economies would be attained by elimination of the duplicated ground facilities and overhead of the two companies—without reducing the quality of service offered. Further, we feel that one financially strong and independent air carrier is in a position to provide new and improved public services not possible now with two airlines dependent on subsidy."

Delta Arranges \$30 Million In Jet Financing

According to latest reports, Delta Air Lines has completed plans for long-term and short-term jet financing that will make available \$30 million in new money.

Under the financial arrangements, the company is obtaining \$25 million in long-term funds at 6% from insurance companies headed by Prudential, and \$35 million in short-term bank loans. Of the latter, \$30 million will

be used to refund existing bank credits.

The Delta transaction followed on the heels of a \$40-million jet financing arrangement by National Airline through loans from Chemical Exchange Bank and First National City Bank. NAL intends to repay over 6½ years, starting in 1961, at interest ¼% higher than the prime rate, with 5¼% maximum. Funds will pay for 12 of 23 Lockheed Electras and three DC-8s.

Fenton, Airborne Coordinators, Merge In Cleveland



W. K. Pugsley

A merger of Airborne Coordinators Cleveland operations and The A. W. Fenton Co., Inc. has been announced by Karl Gresham, president of The A. W. Fenton Co., Inc. In making the announcement, Gresham said the merger, uniting two leading international air freight forwarders in the Northeastern Ohio area, has caused a move to larger quarters at the Cleveland Hopkins Airport. The integrated office will be known as the Airborne Coordinators, Division of The A. W. Fenton Co., Inc.

W. K. Pugsley of Airborne has been named manager of the combined operations.

According to Pugsley, "Our expanded facilities with its new and improved loading area and more accessible location to truck traffic as well as our representation of 26 international airlines now allows us to offer our customers improved air freight service in both the export and import fields to any place in the world. With a Customs Inspection Office now at the Airport, The Airborne Coordinators Division is now able to save shippers valuable time."

Vancouver, B.C. Plant Opened by Vulcan Containers

Vulcan Containers Inc. of Bellwood, Illinois has opened a plant in Vancouver, British Columbia, Canada to produce steel shipping pails which will be used for the safe packaging and shipment of paints, chemicals, adhesives, oil and similar products. The new plant, which is located at 50 Broad Street, New Westminster, B.C., will also stock tinplate cans for printing ink.

THE SONIC BOOM

IN AIR FREIGHT...

JETS TO AND FROM LOS ANGELES

will soon be spinning Father Time faster than ever by cutting air cargo flying time almost in half. But this won't save you any time if your air shipment is delayed by poor ground hauling service. Atlantic Transfer is specifically geared to get your shipment to and from the airport on schedule. Simply call your scheduled airline.

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Interstate and Intrastate Common Carrier

AIR CARGO

How Was 1958? 1959 Will Tell

Board decisions, new handling techniques, and packaging developments all make for an eventful year. Labor trouble and the loss of Slick slow the climb of air freight traffic.

PLENTY of things happened in the air freight industry in 1958. Some of the things benefited the shippers; some the carriers; some nobody.

As is usually the case, the biggest single factor or event influencing air freight in 1958, varies with the point of view.

The regulatory agency, the Civil Aeronautics Board, certainly left its mark.

From the Board came many decisions awarding new routes and points to many different carriers. Opponents of each award argued that the decisions were not justified, but as a result of these decisions, there is more service to more places than ever before.

The Board relaxed the regulations so far as air freight forwarders were concerned. In one case, domestic air freight forwarders were exempted from the minimum air freight rate orders. This is the set of regulations which establishes a floor for regular air freight rates at not less than 20¢ per ton mile for the first 1000 ton miles generated by a single shipment and 16.25¢ per ton mile for any ton miles in excess of 1000.

The principal effect of the Board's exemption is to permit air freight forwarders to offer lower rates for small shipments than the airlines can. However, transportation purchased by forwarders from the airlines is subject to CAB-imposed minimums, so the

Board reasoned that forwarder rates would not sink to uneconomic levels. The Board further reasoned that should a forwarder price his services too low, he would soon go out of business. The forwarder is able to offer the low rates by consolidating many small shipments so that transportation from the airlines may be bought at the lower rates applicable to large shipments.

Rates were relatively stable in 1958. Filings for increased rates were largely offset by expansion of discounted rates for specific commodities and increased usage of deferred air freight.

Deferred Air Freight

Deferred air freight, which was introduced in May 1956, was given an indefinite extension last year, and the CAB permitted the reduction of the westbound rate from 65% to 55% of standard air freight rates. The new westbound rate level matches that eastbound.

Rates were a real problem for the nation's biggest shipper—the military. Money was made available in July 1958 to put the airlift aspects of the Military Air Transport Service on an industrial fund basis, and the headaches started.

For two years, previously, MATS had gathered data in order to set up a user's tariff. Rates in the tariff were to reimburse MATS for the services

performed for the various military establishments. In effect, MATS was to become a kind of a commercial airline, selling its services and paying its expenses. MATS was not supposed to make a profit—simply to break even.

Some of the military agencies overstated their needs, particularly for cargo airlift. As a result, MATS encountered load factor problems. Space had been reserved, and not used. Revenue production fell below the figure planned, and MATS "lost money."

Money was also a real problem for Slick Airways in 1958. In February, Slick shut down operations on its transcontinental all-cargo route, and disposed of most of its equipment. Since that time, Slick has concentrated on providing airlift for the military, holding a nucleus of trained employees against the day when scheduled common carrier operations may be resumed.

Slick's departure from the common carrier air freight business left quite a gap in air freight. Other major air freight carrying airlines added all-cargo equipment and expanded schedules. In a short while, space for cargo shipments was generally not scarce, except for those periods when one airline or another was shut down by strikes.

As forecast, the number one problem in 1958 for the airlines, was labor. Strikes became almost commonplace.

Some of the strikes were long and bitter, costing all parties more than ever could be recovered. Going into 1959, the labor picture is far from serene. One big problem yet to be solved is the effect the new jet equipment will have on flight crew salaries and conditions of employment.

The strikes, which in 1958 shut down Western Air Lines, KLM Royal Dutch Airlines, British Overseas Airways Corp., Capital Airlines, West Coast Airlines, Trans World Airlines and Eastern Air Lines, for periods ranging from three to 108 days, slowed the expected growth of air cargo.

It is still too early to report exactly how much cargo was carried last year by the U.S. scheduled airlines, but it is safe to assume that the record will not approach the 22% gain of 1957. More probably, there will be a loss from the previous year of about 5%. For the domestic trunks alone, there will be a gain a little higher—235 million ton miles in 1958 as opposed to 220 million ton miles in 1957. Individual carrier totals will present a much brighter picture, as strikebound traffic or traffic threatened by strike found alternate routes.

While the record of air freight handled did not climb in 1958 as it has in years past, the ability to handle air freight progressed noticeably.

In addition to scheduling more all-cargo aircraft of the 1049H, DC-6A, and modified C-46 variety, major air freight carriers were taking long hard looks at true cargo aircraft. The general characteristics of such a plane are fast becoming firm.

The true cargo airplane being studied will be big, fast, tail loading, and will contain integral cargo handling equipment. The first of these planes will draw heavily on the experience derived from producing and operating Lockheed Aircraft's C-130, and Douglas Aircraft's C-133.

One set of specifications discussed in 1958 would produce a cargo plane with a payload of 60 to 65 thousand pounds. The plane, a turboprop, would make the transcontinental trip in under seven hours. Eastbound, such a plane would permit a late evening departure from the West Coast, after

the close of business, to arrive in New York in time to have a shipment delivered before the business day started. Westbound, the three hour time difference between the east and west coast permits an even later departure time.

Overnight service, coast to coast, does not have to wait for the true cargo airplane. Such a service has been available to shippers for a long time for shipments which would fit in the belly compartments of aircraft also carrying passengers. Late in '58, however, The Flying Tiger Line added a nonstop all cargo Super Constellation service which leaves Los Angeles at 10:30 p.m. and arrives in New York at 9:30 a.m. (local clock time) the following morning.

While a turboprop will probably be the first of the so-called true cargo airplanes to go into U.S. scheduled service, the possibility of a pure jet cargo airplane is also to be considered. Swing tailed cargo versions of jet transports being introduced for passenger service are already on paper.

With much speed already available, and the certainty that aircraft speeds will go higher, airlines last year launched a determined campaign to improve the ground service end of air freight.

Containerization, palletization, and unitization became much used words as the airlines set about to improve conditions. There was an urgency about the effort brought about by the need to do a better job on the cargo already being handled and to prepare for new aircraft just entering scheduled service, such as the Boeing 707 and the Lockheed Electra, and later, the Douglas DC-8 and Convair 880. The carriers also had to consider that the pure cargo airplane could materialize in less time than it takes to develop a whole new system of terminal and cargo handling services.

Containers of many sizes were tried. They were made of fiberboard, plywood, aluminum, metal mesh and plastics. The bigger containers were put on wheels to become a combination container and materials handling machine. Some were highly specialized, such as the air transportable

Lockheed's C-130B, an advanced version of the turboprop Hercules (C-130), is a candidate to be the first propjet, tail-loading cargo plane to see service on routes of scheduled U.S. airlines. Plane cruises at 360 miles per hour and can haul a 35,000 pound payload 4,000 miles, nonstop. As range decreases, payload can increase. First flight of the C-130B was made December 10. Deliveries to the U.S. Air Force start early this year.

Mobil-Tainer developed for the Air Force by Air Logistics Corporation handle jet engines and parts, but which can be modified to take a variety of items. The Mobil-Tainer made of plastic, has wheels, is weatherproof, and is insect-proof so that it could be used for outside storage.

The Paul Bunyan Box, developed for American Airlines by Aerobodies, Inc., a subsidiary of Grumman Aircraft Engineering Corporation, is another example of the wheeled container. A number of carriers and the Post Office Department are working with the Paul Bunyan Box on modifications. The advantage to shippers of such containers is manifold. Made of aluminum, these containers are weatherproof, virtually pilferproof, and strong enough to withstand any shock encountered in loading and handling.

One Post Office experiment with the Box involved the use of corrugated paper trays to hold letters for a single post office in a destination city. For example, New York City's post office might fill a Bunyan Box with mail bound for Chicago, but sorted so that Evansville letters would be in one group of trays and Winnetka's in another. Tray capacity was varied to meet the needs of the different sizes of post offices.

Pre-sorting cargo into containers onto pallets will undoubtedly speed through many developmental stages, but already there are systems in use which whole plane loads are unitized through containerization or palletization to cut aircraft loading time to a matter of minutes. Both Douglas and Lockheed have developed such systems for the C-130 and the C-133, permitting the planes to be fully loaded with cargo while the aircraft is being refueled. The Cargon system

Estimated 1958 Cargo Traffic

Airline Group	MAIL			AIR EXPRESS			AIR FREIGHT		
	Ton Miles (In Millions)		% Increase (decrease)	Ton Miles (In Millions)		% Increase (decrease)	Ton Miles (In Millions)		% Increase (decrease)
	1957	1958		1957	1958		1957	1958	
Domestic Trunk	97.2	103.5	6.4	42.8	45.6	6.7	218.4	232.5	6.4
All-Cargo	1.8	1.1	(40.2)	1.6	.7	(56.2)	155.1	107.0	(31.0)
U.S. International	57.3	63.4	10.8	...	...	...	123.3	129.1	4.7
Local Service	1.5	1.6	7.8	1.6	1.7	5.7	2.1	2.1	2.3
Alaskan	2.7	3.1	13.1	...	...	...	7.2	6.1	(15.4)
Territorial	.07	.08	23.1	...	...	...	1.5	1.6	6.0
Helicopter	.09	.08	(6.0)	.03	.04	17.4	.01	.01	(36.4)
Total	160.7	172.9	7.6	46.1	48.0	4.3	507.7	478.4	(5.8)



used so successfully in New Zealand, is also available.

The small shipment shipper was also considered in 1958. Containers which hold only a few shipments or the packages of one shipper were the subject of experiments. The primary purpose of such containers is to speed the cargo transfer operation between the carrier and its customer and between the cartage man and the airline. Additionally, these small containers (sub-containers) will be used as integral parts of large pallets, or as sub-containers within large containers.

Atlantic Transfer Co., cartage agent for the scheduled airlines in the Los Angeles area, has developed one style of small container for use in the air freight business, but which lends itself to other cartage operations. The containers are tailored for pick up and delivery of small items. They fit neatly into the pick up and delivery trucks, and they permit more rapid movement from dock to truck or from truck to airline cargo terminal.

Air Cargo, Inc., has also been working on a small shipment container. Air Cargo, Inc., is a wholly owned subsidiary of the scheduled airlines. The primary purpose of ACI is to provide, through contracts with cartagemen, an air freight pick up and delivery service at points served by the airlines.

ACI takes its job seriously. In addition to work on containers, the organization has helped in the development of a line of trucks peculiarly suited to the needs of air freight. It has also studied the problems and made recommendations for cargo terminal development.

New, modern air freight terminals are being built. Last year saw two aircraft for American Airlines, Buffalo and Detroit. American Airlines has close

to \$100 million committed to terminal improvements. AA's Detroit cargo terminal ran to \$600,000. United Air Lines completely mechanized its Chicago freight terminal with a conveyor system which takes packages from trucks and feeds the packages to or through storage to the aircraft loading area. Further improvements are under study for the handling of the special containers United will use with its jet transports.

In the newer terminals, the importance of good communications has been fully recognized.

Cartagemen, too, have recognized the value of a good communications system, and in many of the major cities, air freight pick up and delivery is handled by trucks in constant radio communication with dispatchers.

As means were found to speed the flow of cargo on the ground, the facilities for processing the paperwork necessary for the movement of cargo had to improve.

The most advanced of the paperwork processing facilities have been installed by the Air Force for the MATS and Logair operations. An electronic data processing system automatically develops the necessary documents and maintains a permanent, positive record. In addition, the system directs the order picking operation at military terminals so that loads are assembled on the basis of priority and the amount of space available in the plane to be loaded. A by-product of the system permits rapid determination of traffic activity.

Another automatic system is under development by Riddle Airlines. Called Telebill, the system employs a multi-channel tape and punched cards. Cutting the initial air waybill sets the system in motion, and in-

formation on the shipment is fed through Riddle's teletype system to the offices concerned, such as the city of destination and Riddle's accounting office.

Shippers, themselves, contributed improvements to the air freight operation, particularly in the field of packaging. Lightweight metal, slotted and punched, gained considerable popularity as crating or bracing material—replacing heavy, hard-to-assemble wooden packages. Plastic and rubber covers developed for, and by shippers, replaced paperboard, plywood, and wooden boxes as a protection against dust or weather for many shipments.

Air freight extended its reach last year by thousands of miles through cooperative arrangements with trucking concerns. The joint movement of goods employing the services of the over-the-road trucker did not start last year, but it did expand as many airlines and truckers entered a distribution partnership using a single set of shipping papers and joint promotional efforts.

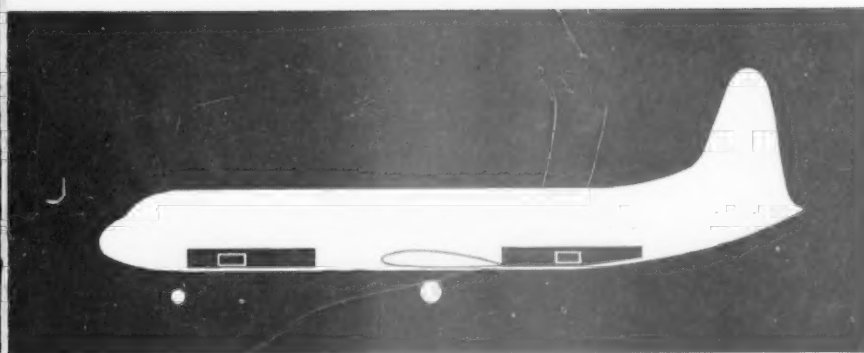
The recession had a pronounced effect on air freight. Initially, the effect caused traffic to slump as businesses let stocks deplete. When stocks were exhausted, small quantity buying and quick delivery became a much more common practice. The theory that transportation is only a part of a system of distribution acquired adherents beyond that of the air freight salesman. As shippers examined total costs of distribution, the use of air freight became easier to sell.

In the later months of 1958, air freight enjoyed a boom—by those carriers not hampered by strikes.

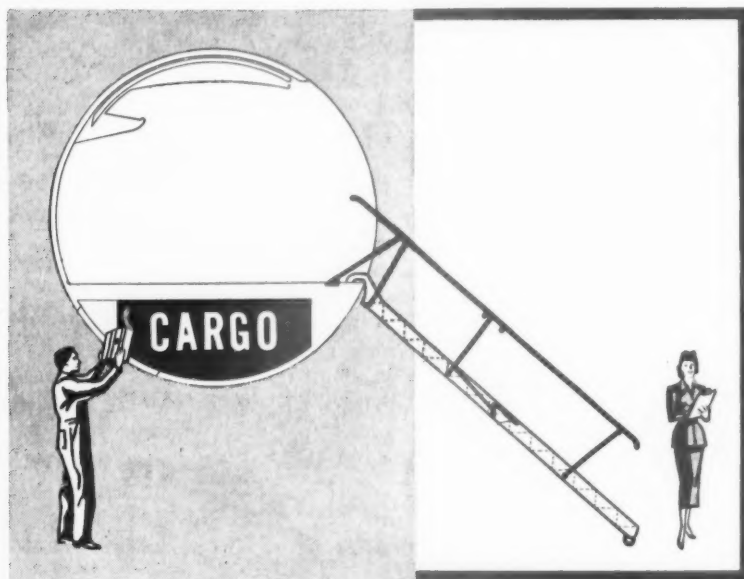
The total result of the air freight activities of the airlines in 1958 should pay dividends for a long time to come.

The Jetprop Electra Is Ready

Both American and Eastern Air Lines are ready to introduce Lockheed Aircraft Corp.'s new transport. Short field capability will permit many cities to receive first jet service.



Two under-the-floor cargo holds permit loading without the use of stands or platforms. Forward compartment, 254 cubic feet, can take 3,810 pounds; after compartment, 274 cubic feet, is placarded at 4,050 pounds. A collapsible net is located at each compartment door, and a removable net can be used in the forward compartment to separate cargo loaded in the forward end from luggage. Each cargo compartment has a door 52 inches long and 42 inches high, opening inward. Hatches also permit entry from the cabin.



THE ELECTRA, Lockheed Aircraft Corp.'s new propjet transport is, or soon will be, flying the nation's airways. Scheduled to go into service over the routes of Eastern Air Lines in December, the Electra's debut was stalled by a strike at Eastern which was still in progress as this issue of AIR CARGO was closed.

On January 23, American Airlines is slated to start Electra service.

American will use the 68-passenger plane on short-to-medium-long runs, taking full advantage of the airplane's ability to operate from small airports. Because the airplane can operate into most of the airports used by American, the airline notes that the Electra will bring jet age service to more communities than the Boeing 707. American starts 70 service on January 25.

American, and the 15 other airlines which have ordered a total of 161 Electras, are counting on short loading and unloading times even though many of the fields will not have all of the cargo and baggage handling facilities of major cities.

For expediting the loading or unloading of cargo and baggage, the Electra has carry-over luggage space in the main cabin adjacent to the passenger door. The other stowage compartments are beneath the cabin, readily accessible from the ground without a loading platform.

American will employ a Lockheed-developed container and loading system consisting of fiberglass bins and a hoist which attaches to the aircraft. The bins can be loaded before the airplane arrives at a station. The system is designed to completely



The Lockheed Electra in American Airlines markings. Both American and Eastern are ready to introduce the new propjet transport.

craft Corp. load or unload a set of four bins in four minutes. During rehearsals with a mock-up, American personnel made the equipment perform as designed.

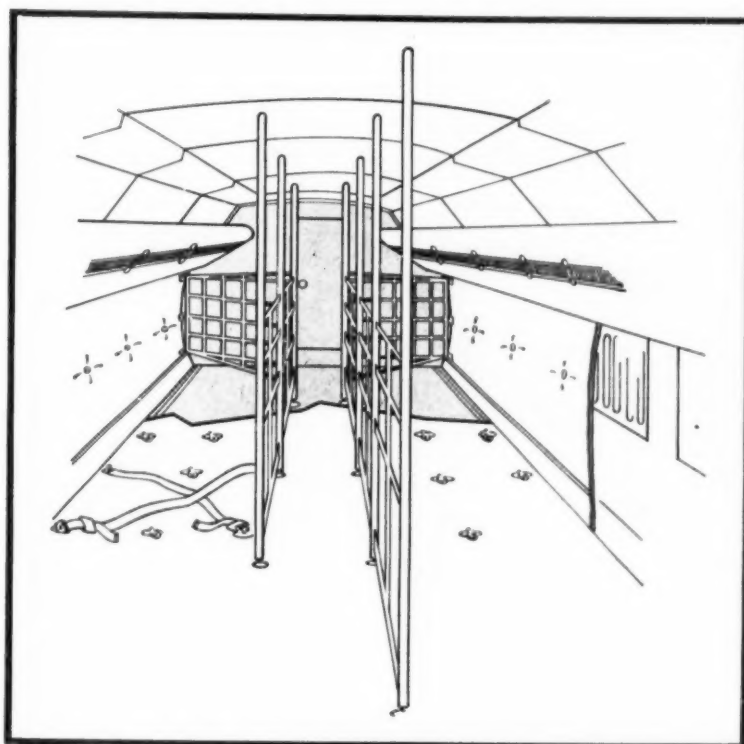
To enhance the Electra's cargo carrying ability, Lockheed has developed a conversion kit which permits alternate usage of the forward passenger compartment for cargo. This was developed primarily for the international configuration.

The convertibility feature permits the Electra to carry an additional 3,500 pounds of cargo in the forward part—particularly helpful when passenger loads are not heavy and the cargo backlog is.

In using the conversion kit, the passenger seats are removed and protective covering for side walls, partitions and floor plus cargo barriers are installed.

The kit, including plywood flooring, adds 539 pounds. Removal of the passenger seat reduces weight by 417 pounds. There are 86 pounds of structural changes required in the aircraft to accept the conversion kit. The net result in weight penalty for the additional cargo space is 208 pounds.

In the standard configuration, the under-floor compartments provide 528 cubic feet of space—254 cubic feet forward, 274 cubic feet aft. Each compartment is accessible from the outside through a sliding door, 52 inches long and 42 inches high. Hatches also permit entry from the cabin. The spaces are fully pressurized and have radiant heating. Clean air is circulated at the rate of 10 cubic feet per minute in the forward compartment, a requirement of the Civil Aeronautics Board for the transportation of animals.



An artist's version of the Electra's forward passenger compartment when converted to handle cargo. This convertibility feature, designed principally for international models, permits carriage of an additional 3,500 pounds of cargo. The conversion kit includes protective covering for the walls, partitions and floors plus cargo barriers. A two-foot center aisle permits passage to and from the cockpit.



Take This Word For It

Every industry develops a specific language for communication among its members on subjects which are of special interest to them. The International Air Transport Association has developed a Glossary which covers the traffic terms peculiar to the air transport industry. As an aid to our readers, AIR CARGO is reproducing the following terms which are applicable to air cargo.

Air Consignment Note—See Air Waybill.

Air Waybill, which is equivalent to the term air consignment note, means the document entitled "Air Waybill/-Consignment Note" made out by or on behalf of the shipper which evidences the contract between the shipper and carrier(s) for carriage of goods over routes of the carrier(s).

Baggage, which is equivalent to the term luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it includes both checked and unchecked baggage.

Baggage, Accompanied means baggage carried on the same aircraft as that on which the passenger is carried.

Baggage, Unaccompanied means the baggage not carried on the same aircraft as that on which the passenger is carried.

Baggage Check means those portions of the ticket which provide for the carriage of a passenger's checked baggage and which are issued by the carrier as a receipt for the passenger's baggage with respect to which a carrier takes sole custody.

Baggage Checked, which is equivalent to the term registered luggage, means baggage which has been delivered to the carrier and for which the carrier has issued a baggage check and baggage (claim) tag(s).

Baggage, Unchecked, which is equivalent to the term hand luggage, is baggage other than checked baggage.

Baggage, Excess means that part of the weight of baggage which is in excess of the free baggage allowance.

Baggage Tag means a document issued by a carrier solely for the identification of checked baggage placed in its custody by the passenger, the baggage (strap) tag portion of which is attached by the carrier to a par-

ticular article of checked baggage and the baggage (claim) tag portion which is given to the passenger.

Booking—See Reservation.

Cargo—See Goods.

Carriage, which is equivalent to the term transportation, means carriage of passengers, baggage, and/or goods by air, gratuitously or for hire, including all services and operations of the carrier related thereto.

Carriage, International means (except for the purposes of the Warsaw Convention) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one State. As used in this definition the term State includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof.

Charge means an amount to be paid for carriage of goods or excess baggage based on the applicable rate for such carriage; or an amount to be paid for a special or incidental service in connection with the carriage of a passenger, baggage or goods.

Charge, Combination Joint means a joint charge which is obtained by combining two or more published charges.

Charge, Excess Baggage means a charge for the carriage of excess baggage.

Charge, Interline—See Charge, Joint.

Charge, Joint, which is equivalent to the term interline charge, means a charge which applies for carriage over the lines of two or more carriers and which is published as a single amount.

Charge, Local—See Charge, On-line.

Charge, On-line, which is equivalent to the term local charge, means a charge which applies for carriage over the lines of a single carrier.

Charge, Prorated Joint means a joint charge other than a combination joint charge.

Charge, Published means a charge the amount of which is specifically set forth in the carrier's fares or rate tariff.

Charge, Through means the total charge from point of departure to point of destination. It may be a joint charge or a combination of charges.

Charge, Valuation means a charge for carriage of goods or baggage based on the value of such goods or baggage.

Charge, Weight means the charge for carriage of goods based on the weight (or volume) of such goods.

Charges, Combination means an amount which is obtained by combining two or more charges and which is not published as a single amount.

Classification means a listing of articles in classes for rating purposes.

Class Rate means a rate assessed

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AIR CARGO

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
 ⑦ indicating freight service only or
 ⑧ indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city and the Official Airline Guide flight schedule table number is designated. Each carrier provides express and freight service unless noted by
 ⑦ indicating freight service only or
 ⑧ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
 A—available at airport and in city
 C—available in city only.

CUSTOMS FACILITIES.

A—available at airport only
 C—available in city only
 AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Aberdeen, N. C.	SOP	See Pinetown, N. C.	BA 5-5463	3	200	C	A	MSP		No Service Available	
Aberdeen, S. D.	ABR	BN 161A	HOquiam 384	3	150	C	A	C		No Service Available	
Aberdeen, Wash.	HOM	WC 850A	OR-3-2587	9, 3	200	A	A	DAL	G	.40	1.00
Abilene, Texas	ABI	CO 300	Federal 2-5787	3	200	C	C	DAL		No Service Available	
Ada, Oklahoma	ADH	CN 255	373	3	200			DEN		No Service Available	
Adams, N.Y.	ADW	FL	TYler 6-2315	1, 3, 6, 9	200						
Adams, N.Y.	ADW	CP	TYler 6-2303	3, 4	250	C	A	AC		.50	1.50
Adams, N.Y.	ADW	CA 240	TYler 6-2344	9	200	C	A	AC		.50	1.50
Adams, N.Y.	ADW	EA 327, 333	TYler 6-2353	Served Through Cleveland, Ohio							
Adams, N.Y.	ADW	FT 375	TYler 6-2361	6	200	C	A	AC		.50	1.50
Adams, N.Y.	ADW	UA	HEmlock 7-5710	3	200	C	A	ELP		.50	1.10
Adams, N.Y.	ADW	CO 300	1200	3	200	C	A	DEN		No Service Available	
Adams, N.Y.	ADW	FL 377	HE-6-0525	4	200	C	A	DHN		.35	.75
Adams, N.Y.	ADW	EA 320, 325, 330	HE-6-2418	3	100	C	A	DHN		.35	.75
Adams, N.Y.	ADW	SO 730	UNION 9-5321	4	250	C	C	AC	G	.60	1.40
Adams, N.Y.	ADW	AA 110	UNION 9-5361	3	200	C	C	AC		.60	1.40
Adams, N.Y.	ADW	EA 319B, 325, 327, 332, 335	ALbany 4-8223	Served Through Newark, N. J.							
Adams, N.Y.	ADW	FT 375	UNION 9-5339	9, 3	200	C	C	AC		.55	1.20
Adams, N.Y.	ADW	MO 460	UNION 9-5379	19	400	C	C	AC		.60	1.40
Adams, N.Y.	ADW	TW 815	CONvallis 3-4232	3	150	C	A	PDX		No Service Available	
Adams, N.Y.	ADW	WC 850A	CHapel 2-5219	9, 3	200	A	A	ELP	G	.40	.85
Adams, N.Y.	ADW	CO 300	CHapel 7-1473	3	200	A	A	ELP		.40	.85
Adams, N.Y.	ADW	FL 377	3-1705	8, 7	250	A	A	ELP		.40	.85
Adams, N.Y.	ADW	TW 815	4671	9, 3	300	C	C	BTR		.50	1.10
Adams, N.Y.	ADW	DL 309, 312	CO-4-7957	19	200	A	A	PHL	G	.50	1.35
Adams, N.Y.	ADW	EA 325, 327, 332, 335	Congress 4-0597	19	400	A	A	PHL		.50	1.35
Adams, N.Y.	ADW	TW 815	Congress 4-0512	9, 8	300	A	A	PHL		.50	1.35
Adams, N.Y.	ADW	UA	804	3	200	C	C	DEN		No Service Available	
Adams, N.Y.	ADW	WA 860	HO-5-2044	3	150	C		PIT	G	.55	1.75
Adams, N.Y.	ADW	See Maple, Tex.	DR-4-4373	9, 3	500	C	C	DAL	G	.80	1.35
Adams, N.Y.	ADW	AL 90	DRake 3-5830	3	200	C	C	DAL		.80	1.35
Adams, N.Y.	ADW	See Bryan, Tex.	DR-4-4326	3	200	C	C	DAL		.80	1.35
Adams, N.Y.	ADW	BN 161, 161A, 162A	DRake 2-5517	8	200	C	C	DAL		.80	1.35
Adams, N.Y.	ADW	CN 255	2-0131	20	200	C		LAX		Los Angeles Area	
Adams, N.Y.	ADW	CO 300	3, 4, 5	3	1000	A	A	AC		1.00	2.00
Adams, N.Y.	ADW	FL 377	41661	3	2000	A	A	AC		1.00	2.00
Adams, N.Y.	ADW	EA 327	27531	16, 4, 8	200	A	A	AC		1.00	2.00
Adams, N.Y.	ADW	PN 520, 521, 522	CA-4-0231	19	200	C	A	ATL	G	.35	.75
Adams, N.Y.	ADW	UA	ADams 6-2238	4, 6, 10, 15, 2	1500						
Adams, N.Y.	ADW	See Detroit, Mich.	Apple Valley 7-7299	3	100						
Adams, N.Y.	ADW	PA	3	200			A	LAX		No Service Available	
Adams, N.Y.	ADW	SO	1, 3, 6, 9	200							
Adams, N.Y.	ADW	BL 155	3	200	C	C	DAL		No Service Available		
Adams, N.Y.	ADW	See Eureka, Calif.	141	3	200	C	C	DAL		No Service Available	
Adams, N.Y.	ADW	CP	2-2404	3	150	A	C	INT	G	.60	1.20
Adams, N.Y.	ADW	CN 255	AL-2-7601	3	200	A	C	INT		.60	1.20
Adams, N.Y.	ADW	AL — (Service Suspended)	AL 25061	3	100	A	C	INT		.60	1.20
Adams, N.Y.	ADW	CA 244									
Adams, N.Y.	ADW	DL 310									
Adams, N.Y.	ADW	PI 640									
Adams, N.Y.	ADW	See Huntington, W. Va.	AST 143	3	850	C	A	C		No Service Available	
Adams, N.Y.	ADW	WC 850A	LI-01364	3	100	C	A	ATL		.65	1.35
Adams, N.Y.	ADW	SO 730	POplar 6-8356	1	6000	A	A	C	G	.50	1.55
Adams, N.Y.	ADW	See Greenfield, Mass.	POplar 1-8811	3, 22, 8	250	A	A	C		.50	1.55
Adams, N.Y.	ADW	AX 6, 8015	POplar 6-5315	9, 3, 5, 10, 8, 19	6000	A	A	C		.50	1.55
Adams, N.Y.	ADW	CA 244	PO-7-0221	1-A	6000	A	A	C		.50	1.55
Adams, N.Y.	ADW	DL 309, 309A, C, 310, 310A, B, 314A, B, C 8285		4, 7, 8, 16, 10, 19	500	A	A	C		.50	1.55
Adams, N.Y.	ADW	EA 319E, 320, 325, 327, 330, 333, 334, 336C, 8315	POplar 6-2711	1	6000	A	A	C		.50	1.55
Adams, N.Y.	ADW	RD 670, 8570	POplar 6-5321	3	200	A	A	C		.50	1.55
Adams, N.Y.	ADW	SO 730	Pleasantville 2458	3, 19	150	A	A	PHL		.55	1.10
Adams, N.Y.	ADW	See Lewiston, Me.	Pleasantville 2500	19	200	A	A	PHL		.55	1.10
Adams, N.Y.	ADW	EA 324, 325, 327, 332									
Adams, N.Y.	ADW	DL 309, 310, 314C	2-8814	9, 3	300	C	A	ATL	G	.75	1.50
Adams, N.Y.	ADW	EA 325, 333	2-4684	19	200	C	A	ATL		.75	1.50
Adams, N.Y.	ADW	NE 865	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
Adams, N.Y.	ADW	BN 158, 160, 161	HO-5-5461	9, 3	200	A	C	SAT	G	.40	.85
Adams, N.Y.	ADW	CO 300	HO-5-6515	9, 3	200	A	C	SAT		.40	.85
Adams, N.Y.	ADW	TT 800	HO-5-6538	3	150	A	C	SAT		.40	.85
Adams, N.Y.	ADW	See Queens, P. Q.	ENT 461	3	400						
Adams, N.Y.	ADW	WC 850B	EXport 9-2921	3	150	C	C	PDX		No Service Available	
Adams, N.Y.	ADW	UA 835	EXport 9-1771	9	200	A	C	LAX	G	.40	.95
Adams, N.Y.	ADW	PC 516	SARatoga 7-3210	3, 19	200	A	C	LAX		.40	.95
Adams, N.Y.	ADW	AA 105, 120, 124, 126, 8136	Southfield 1-1300	9, 15	6000	A	A	C	G	.75	1.50
Adams, N.Y.	ADW	AL 90		3	150	A	A	C		.75	1.50
Adams, N.Y.	ADW	AX 6									

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Bellevue, Md.	BAL	CA 240, 242, 244, 244A	Saratoga 7-1063	4, 22	250	A	A	C		.75	1.50
		DL	Southfield 6-2100	8	200	A	A	C		.75	1.50
		EA 324, 325, 327, 332, 335	Mulberry 5-7718	4, 19, 6, 7	200	A	A	C		.75	1.50
		NA 470A, B	Southfield 1-0603	9, 6	200	A	A	C		.75	1.50
		NE - (Service Suspended)	NU 5-1630								
		PA - 573	Saratoga 7-1303		400					.75	1.50
		RD - (Service Suspended)	PLaza 2-0206	9, 10	300	A	A	C		.75	1.50
		TW 815									
		UA 830									
Beggs, Mo.	BGR	NE 485	7314	3	200	A	A	C		.50	1.00
Bel Harbor, Me.	BHB	NE Seasonal	Normandy 7-2573	3	200	C		C		No Service Available	
Berke, Vi.	MPV	See Montpelier, Vi.								Seasonal	
Berksville, Okla.	BVO	CO 300	147	9, 3	200	C	C	MKC		.45	.95
		CN 255	636	3	200	C	C	MKC		.45	.95
Beth, Wyo.	GEY	See Greybull, Wyo.									
Baton Rouge, La.	BTR	DL 309, 312	ELgin 5-4491	9, 3	300	C	C	C	G	.55	1.25
		EA 327	EL 5-2581	19	200	C	C	C		.55	1.25
		SO 730	EL-7-1488	3	100	C	C	C		.55	1.25
Battle Creek, Mich.	BTL	NO 475	Woodward 3-1541	3	200	A					
Bay City, Mich.	MBS	See Saginaw, Mich.									
Beaufort, N. C.	MRH	See Morehead City, N. C.									
Beaumont, Tex.	BPT	DL 312	TE-5-7541	9	300	C	A	C	G	.55	1.10
		EA 327	TE-5-4573	19	200	C	A	C		.55	1.10
		TT 800	TE-5-1425	3	150	C	A	C		.55	1.10
Beckley, W. Va.	BKW	PI 600	CLifford 2-2314	3	100	C	C	CVG		No Service Available	
Beaverville, Tex.	MIR	TT 800	FL-6-4727	3	150	C				No Service Available	
Bellefonte, Pa.	PSB	See Phillipsburg, Pa.									
Bellingham, Wash.	BLI	UA 830, 835	Bellingham 4094	9	200	C	C	AC		No Service Available	
Beloit, Wis. @	JVL	NO 475	Emerson 5-3473	3	200	C					
Bemidji, Minn. @	BJI	NO 475	117	3	200	C	C			No Service Available	
Bend, Oregon	RDH	UA 835	Millan 2011	3	200	A				No Service Available	
Berlin, N. H.	BML	NE Seasonal						PDX LWM		No Service Available	(Seasonal) Terminates 9/14/58
Berwick, Me.	BDA	EA 322A	5951	7, 8	200			A			
Bethlehem, Pa.	ABE	See Allentown, Pa.									
Big Spring, Tex.	BGS	CO 300	Alhambra 4-8971	3	200	C	C	SAT	G	.40	1.00
Billings, Mont.	BIL	FL 377	2-3466	3	200	A	A	GTF	G	.50	1.25
		NW	9-1989	4, 6, 15A	500	A	A	GTF		.50	1.25
		WA 660, 862	9-4549	9	200	A	A	GTF		.50	1.25
Biloxi, Miss.		See Gulfport, Miss.									
Binghamton, N. Y.	BGM	EA 325, 327, 332, 335	9-1544	19	200	C	C	SYR	G	.45	.95
		FT 375, 8330	Binghamton 9-1591	1	10000	C	C	SYR		.50	1.00
		MO 460	7-1263	9, 3	200	C	C	SYR		.45	.95
		TW 815	9-1576	19	250	C	C	SYR		.90	1.00
Birmingham, Ala.	BHM	AX 6, 8015							G		
		CA 244	Worth 1-6192	3, 22, P	250	A	A	C		.60	1.20
		DL 309, 314A	LYric 2-9405	9, 5, 7, 1-A	2000	A	A	C		.60	1.20
		EA 327, 330	WO-1-4631	8, 7, 19	200	A	A	C		.60	1.20
		SO 730	WO-1-3737	3	100	A	A	C		.60	1.20
Bisbee, Ariz.	DUG	See Douglas, Ariz.									
Bismark, N. D.	BIS	BN 161A	CA-3-5640	3	200	A	A	MSP		No Service Available	
		FL 377	CA-3-3272	3	200	A	A	MSP		No Service Available	
		NW 510	Capital 3-7400	4	200	A	A	MSP		No Service Available	
		OZ	5-2840	3	200					.45	1.25
Bloomington, Ill.	BMI	LC 400	Vallory 5-2711	3	200	C					
Bloomington, Ind. @	BMG	PI 640	Davenport 7-1411	3	100	C		INT	G	.50	1.50
Bluefield, W. Va.	BLF	BL 159	16-F-3	3	200	C		SAN		No Service Available	
Blythe, Calif.	BLH	UA 830, 835	Boise 3-2521	9, 5, 6	400	C	A	SPO	G	.40	.85
Boise, Ida.	BOI	WC 850A	Boise 2-3611	3	150	A	A	GTF		.40	.85
Borger, Tex.	BGD	CN 255	BRoadway 3-2618	3	200	C	A	DAL		No Service Available	
Boston, Mass.	BOS	AA 104B, 110, 115, 115D, 124, 128, 8135	Liberty 2-5470	9, 5, 15, 10	6000	A	A	AC	G	.70	1.40
		AF 60, 60E, 61, 61A-D, 62B	Copley 7-5350	7	200	A	A	AC		.70	1.40
		BA 170A	11, 8	11, 8	1100	A	A	AC		.70	1.40
		BOAC	220		220						
		EA 319A, 319C, 324, 325, 327, 332	CO-7-5173	9, 8, 7, 19, 6, 10	200	A	A	AC		.70	1.40
		FT 375, 8330	LOgan 7-6161	1	10000	A	A	AC		.55	1.25
		MO 460	E. Boston 7-6400	9, 3	200	A	A	AC		.70	1.40
		NA 470A, B	LOgan 7-7600	9, 5, 6	200	A	A	AC		.70	1.40
		NE	LOgan 7-8300	9, 3, 6, 22	200	A	A	AC		.70	1.40
		PA 550, 560, 565A, B	HU 2-1747	6, 10	600	A	A	AC		.70	1.40
		RD 670, 8570	LOgan 7-7560	1	6000	A	A	AC		.70	1.40
		TC 770	Liberty 2-6070	22	200	A	A	AC		.70	1.40
		TW 815, 880	Copley 7-7225	8, 19	400	A	A	AC		.70	1.40
		UA 830, 8795	E. Boston 7-4518	9, 5, 10, 6	6000	A	A	AC		.70	1.40
Bozler City, Nev.	BLD	See Las Vegas, Nev.									
Bowling Green, Ky.	BWG	EA 330	VI-2-1601	19	200	A	A	BNA	G	.35	.50
Boston, Mont.	BZN	NW	Juniper 6-6026	4	200	C	C	GTF		No Service Available	
Bradenton, Fla.	SRQ	See Sarasota, Fla.									
Bradford, Pa.	BPD	AL 90	2-3551	3, 19	150	C				.55	1.50
		MO - (Service Suspended)									
Brady, Tex.	BRD	TT 800	2110	3	200	C				.55	1.90
Braintree, Minn. @	BRD	NO 475	5531	3	200	C					
Braunton, Minn.	YBR	TC 770	5328	3	200	C	C	C		.50	1.00
Brickbridge, Tex.	BKD	CO 300	HI 9-2811	3	200	A	C	DAL		.50	1.00
Bridgeport, Conn.	BDR	AA 124, 8135	EDison 7-1279	9	16000	A		C	G	.60	1.35
		IY		19	200						
Bristol, Va.	TRI	CA 244	South 2510	3	150	C	C	INT	G	.50	1.10
		PI	South 4-2123	3	100	C	C	INT	G	.50	1.10
Brookings, S. D.	BKX	BN (Service Suspended)									
		NO 475 @		3	200	A		DWA		No Service Available	
		WA 860	36	3	200	A	A	DWA		.35	.75
Brownsville, Tex.	BRO	BN 158, 160, 161	Lincoln 2-7431	9	200	A	A	AC		.35	.75
		EA 327	LI-6-1694	9	200	A	A	AC		.35	.75
		PA 590	2-5360	6, 10	500	A	A	AC		.35	.75
		TT 800	6882	3	200	C	C	C	G	.40	.85
Brownwood, Tex.	BWD	DL 310	107	3	200	C	C	C		.40	.85
Brunswick, Ga.	SSI	EA 325, 333	2707	19	200	C	C	G		.55	1.10
Bryn, Tex.	CLL	CO 300	VI-6-4789	3	200	C	C	SAT		.55	1.10
		TT 800	VI-6-3611		150	C					
Buffalo, N. Y.	BUF	AA 110, 112B, 114C, D, 122, 8135	Plaza 6007	9, 5, 15	4000	A	C	AC	G	.45	1.50
		AL 90	Spring 4800	3	150	A	C	AC		.45	1.50
		CA 240, 242, 244, 244A	Plaza 2240	3, 4, 8, 22	250	A	C	AC		.45	1.50
		FT 375, 8330	Plaza 3071	1	10000	A	C	AC		.45	1.50
		LC 400 @	Spring 8282	3	200	A	C	AC		.45	1.50
		NO 460	Plaza 3000	9, 3	200	A	C	AC		.45	1.50
Burbank, Calif.	BUR	See Los Angeles, Calif.									
Burley, Ida.	BTI	WC 850A	ENT 460	3	150	A	A	GFT		No Service Available	
Burlington, Iowa	BRL	BN - (Service Suspended)	PLaza 2-4262	3	200	A	C	PIA		.50	1.50
		OZ 515									

U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Burlington, Vt.	BTY	EA 325, 327, 332, 336	4-6814	3	200	A	C	AC		No Service Available	
Butte, Mont.	BTM	NE 485	4-5745	3	200	A	C	AC		No Service Available	
Butte, Mont.	BTM	NW 860	6-689	4	200	A	A	GTF	G	.55	1.35
Calgary, Alta.	YYC	WA 860	6-555	9	200	A	A	GTF		.95	1.35
Calgary, Alta.	YYC	TC 210	Amherst 9-1381	3, 7, 13, 22, 12	200	A	C	C		.50	1.00
Cambridge, Md.	ESH	See Easton, Md.	Amherst 2-4970	9	200	C	C	C		.25	.60
Cambridge, Mass.	CDH	See Boston, Mass.								No Service Available	
Camden, Ark.	CDH	TT 800	TE-6-5784	3	150	C				No Service Available	
Camden, N. J.	PAL	See Philadelphia, Pa.								No Service Available	
Canton, Ohio	CAK	See Akron, Ohio								No Service Available	
Cape Girardeau, Mo.	CGI	OZ 515	5-6064	3	200	C	A	STL		No Service Available	
Cape May, N. J.	WWD	AL (Service Suspended)								No Service Available	
Carlsbad, N. M.	CNM	CO 300	Tuxedo-5-2992	9, 3	200	C	C	ELP		No Service Available	
Carmel, Calif.	CPR	See Monterey, Calif.								No Service Available	
Casper, Wyo.	CPR	FL 377	2-7135	3	200	C	C	DEN		.50	1.25
Casper, Wyo.	CPR	WA 860	3-3777	9	200	C	C	DEN		.55	1.35
Casper, Wyo.	CPR	CP 210		9	200	C	C			No Service Available	
Castlegar, B. C.	YCG	BL 155	772-W	3	200	C	C	LAX		No Service Available	
Cedar City, Utah	YDC	See Waterloo, Iowa								No Service Available	
Cedar Falls, Iowa	YCD	UA 830	EMpire 4-2481	9	200	C	C	OMA	G	.50	1.00
Cedar Rapids, Iowa	CID	OZ 515	EMpire 2-1103	3	200	C	C	OMA	G	.50	1.00
Centerville, Wash.	CLS	See Chehalis, Wash.								No Service Available	
Chedron, Neb.	CDR	WA FL	4466, HEMlock 2-2055	3	200	C	C	DEN		No Service Available	
Champaign, Ill.	CMI	OZ 515	6-7273	3	200	C	A			No Service Available	
Charleston, Ill.	CHS	See Mattoon, Ill.								No Service Available	
Charleston, S. C.	CHS	DL 309, 310	4-2567	9	300	A	C	C	G	.55	1.10
Charleston, S. C.	CHS	EA 322, 330	4-3311	19, 4, 9	200	A	C	C		.55	1.10
Charleston, S. C.	CHS	NA 470A, B	Shenwood 4-4256	9	200	A	C	C		.55	1.10
Charleston, W. Va.	CHW	AA 120	Dickens 6-6204	9	300	A	A	CVG	G	.55	1.45
Charleston, W. Va.	CHW	CA 244	2-8007	3, 22, 8	200	A	A	CVG		.55	1.45
Charleston, W. Va.	CHW	EA 325, 327, 332, 333, 336	DI-6-0308	19	250	A	A	CVG		.55	1.45
Charlotte, N. C.	CLT	PI	Dickens 6-0691	3	100	A	A	CVG		.55	1.45
Charlotte, N. C.	CLT	CA 244	EXpress 9-0775	3, 22	150	A	A	INT	G	.50	1.25
Charlotte, N. C.	CLT	DL 309, 8285	EXpress 9-0487	9, 8, 1-4	4000	A	A	INT		.50	1.25
Charlotte, N. C.	CLT	EA 325, 327, 330, 335, 336								No Service Available	
Charlotte, N. C.	CLT	8315	EX-9-3331	4, 4, 8, 16, 7, 19	500	A	A	INT		.50	1.25
Charlotte, N. C.	CLT	PI 640	EXpress 9-3371	3	100	A	A	INT		.50	1.25
Charlotte, N. C.	CLT	SO 730	EX-9-7474	3	100	A	A	INT		.50	1.25
Charlottesville, Va.	CHO	PI 640	3-5158	3	100	A	A	DCA		No Service Available	
Chattanooga, Tenn.	CHA	BN 158	MA 23701	9	200	C	C	C	G	.45	1.10
Chattanooga, Tenn.	CHA	CA 244	9-3103	22, 8	250	C	C	C		.45	1.10
Chattanooga, Tenn.	CHA	DL 310, 314B	MA-2-8336	9, 3	400	C	C	C		.45	1.10
Chattanooga, Tenn.	CHA	EA 325, 327, 330, 336	MA-9-6101	4, 19, 9	200	C	C	C		.45	1.10
Cheboygan, Mich.	PLN	CA 244A	1499	3, 4	150	C		C		.35	.75
Chehalis, Wash.	CLS	WC 850A	Shenwood 8-4706	3	250	A	A	OLM		.55	1.25
Cheyenne, Wyo.	CYS	FL 377	6-6444	3	150	A	A	DEN	G	.60	1.25
Cheyenne, Wyo.	CYS	UA 830	7-7722	9	200	A	A	DEN		.60	1.25
Cheyenne, Wyo.	CYS	WA 860	8-8916	3, 9	200	A	C	DEN		.60	1.25
CHICAGO, ILL.	MDW	AA 103, 105C, 110, 112A, 113C, 114, 114B, D, 120, 122, 128, 8135	REliance 5-8100	9, 5, 15, 10	10000	A	A	AC	G	.70	1.75
CHICAGO, ILL.	MDW	AF 60, 60E, 61, A, D, 62B	State 1-1250	7	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	BN 160, 161A, 162A, 8150	Portsmouth 7-5028	9, 1, 3, 5, 10, 8	2500	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	CA 240, 244, 244A	Portsmouth 7-2266	3, 4, 22	250	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	CO 300	Ludlow 5-6800	10, 22	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	DL 310, 310A, 312, 8285	PO-7-1900	9, 5, 10, 1-A	5000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	EA 319D, 320, 332, 336	REliance 5-2211	4, 10, 8, 16, 7, 19	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	FT 375, 8330	Portsmouth 7-8209	1, 15, 23	10000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	LC 4000	Financial 6-0696	3	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	LH 432	Andover 3-6670	3	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	NO 4750	DEarborn 2-7522	3	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	NW	RAndolph 6-9562	11, 10, 4, 6	300	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	OZ 515	Ludlow 5-1952	3	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	RD 670, 8570	Ludlow 2-4040	1	6000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	TC 770	RAndolph 6-3644	22	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	TW 815, 818	DEarborn 2-7666	8, 7, 19, 1	400	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	UA 830, 8795	Portsmouth 7-5100	9, 5, 15, 10, 6	6000	C	A	C	G	.70	1.75
CHICAGO, ILL.	MDW	AA 105C, 110, 114, 114B, D, 122	GLadstone 5-4308	9, 5	6000	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	BA 170A	DEarborn 2-7744	10	1100	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	BN 160, 161A	GL-5-4310	3	200	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	CA 240, 240A	Portsmouth 7-2266	3, 4, 22	250	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	DL 310, 310A, 312	National 5-6608	9	300	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	EA 330	REliance 5-2211	9, 7, 8, 16, 10, 19	200	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	NO 4750	DE-2-4900	3	200	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	PA 550, 560	DEarborn 2-7666	10, 6	600	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	TW 815	GLadstone 5-3125	8, 19	400	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	UA 830		9, 5, 10	400	C	A	C		.70	1.75
Chico, Cal.	CIC	PC	Fireline 2-3007	3, 19	200	C	C	SFO		No Service Available	
Cincinnati, Ohio	CVC	AA 112, 120, 122, 8135	Dixie 1-5600	9, 5, 10, 15	6000	C	C	C	G	.55	1.35
Cincinnati, Ohio	CVC	AK (Service Suspended)								.55	1.35
Cincinnati, Ohio	CVC	DL 310, 310A, B, 314B, 8285	Dixie 1-5884	9, 1-A, 3, 5, 10, 19	6000	C	C	C		.55	1.35
Cincinnati, Ohio	CVC	LC 4000	Dixie 1-6333	3	200	C	C	C		.55	1.35
Cincinnati, Ohio	CVC	PI 640	Garfield 1-1315	3	100	C	C	C		.55	1.35
Cincinnati, Ohio	CVC	RD 670	Dixie 1-8340	1	6000	C	C	C		.55	1.35
Cincinnati, Ohio	CVC	TW 815	Dixie 8974	9, 3, 8, 19	400	C	C	C		.55	1.35
Clarksburg, W. Va.	CKB	CA 244	Victor 2-3531	3	150	C	C	PIT		No Service Available	
Clarkston, Wash.	LWS	See Lewiston, Idaho								No Service Available	
Clarksville, Tenn.	CKV	OZ 515	Idlewood 9-5188	3	200					No Service Available	
Clearfield, Pa.	PSB	See Phillipsburg, Pa.								No Service Available	
Clearwater, Fla.	PIE	See St. Petersburg, Fla.								No Service Available	
Cleveland, Ohio	CLE	AA 110, 112, 122	Orchard 1-5421	9, 5, 10	600	A	A	AC	G	.80	1.80
Cleveland, Ohio	CLE	AL	Tower 2-0216	3, 19	150	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	AX (Service Suspended)								No Service Available	
Cleveland, Ohio	CLE	CA 240, 244, 244A	CLeaverwater 1-0913	4, 8, 22	250	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	EA 319D, 327	CL-1-8870	9, 7, 19	200	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	FT 375, 8330	Winton 1-5777	1, 15, 23	10000	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	LC 4000	CLeaverwater 2-5050	3	200	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	NW	Winton 1-2442	6, 11	300	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	RD 670	CLeaverwater 2-4270	1	6000	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	TC	SUperior 1-5595	22	200	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	TW 815	Winton 1-9700	8, 19	400	A	A	AC		.80	1.80
Cleveland, Ohio	CLE	UA 830, 8795	CLeaverwater 1-5201	9, 5, 15, 6, 10	6000	A	A	AC		.80	1.80
Clifton, Ariz.	CFT	FL 377	University 4-4908	3	200	A	A	DUG		.45	.85
Clinton, Iowa	CLI	OZ 515	Chapel 3-2122	3	200	C				No Service Available	
Clintonville, Wis. @	CLI	NO 475	2210	3	200	C				No Service Available	
Clovis, N. M.	CVS	CO 300	Sunset 4-3528	9, 3	200	C	C	ELP		.40	.85
Cody, Wyo.	COD	FL	103	3	200			GTF		No Service Available	
Coeur d'Alene, Idaho	COE	WC 850B	C. d'A, 4-5313	3	150	C	C	GEG		No Service Available	
College Station, Tex.	CLL	See Bryan, Tex.								No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

Minimum	CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery
											Per 100 Lb. Minimum
Price Available	Colorado Springs, Colo.	COS	BN 161, 161A	ME 4-6321	9	200	A	C	DEN	G	No Service Available
Price Available			CN 255	MEtrose 3-1588	3	200	A	C	DEN	G	No Service Available
1.35			CO 300	MEtrose 3-4648	9, 3, 22	200	A	C	DEN	G	No Service Available
1.00	Columbia, Mo.	CBI	OZ 515	Gibson 3-4173	3	200			A		No Service Available
.60	Columbia, S. C.	CAE	DL 309, 310	4-3186	9, 3	400	C	C	ATL	G	.50 1.10
			EA 325, 333	6-1603	19	200	A	C	ATL	G	.50 1.10
	Columbus, Ga.	CSG	DL 309	FA-7-7458	9, 3	400	C	A	ATL	G	.50 1.00
Price Available			EA 325, 327, 330	FA-4-2493	19, 9	200	C	A	ATL	G	.50 1.00
			SO 730	FA-4-4900	3	100	C	A	ATL	G	.50 1.00
	Columbus, Miss.	UBS	SO 730	BE(mont 1-8277	9, 5	600	A	C		G	No Service Available
	Columbus, Ohio	CMH	AA 112, 122	7-2626	8, 9	200	A	C	C	C	.55 1.40
			AX (Service Suspended)	BE(mont 5-8661	3	200	A	C	C	C	.55 1.40
1.25			EA 320, 327, 333	BE(mont 7-2583	3	100	A	C	C	C	.55 1.40
1.35			LC 400	RD (Service Suspended)							
			FI	Capital 1-7866	9, 3, 8, 7, 19, 2	3000	A	C	C	C	.55 1.40
Price Available			RD (Service Suspended)								
			TW 815, 815A, 8705								
	Concord, N. H.	CON	NE 485	Capital 5-9531	3	200	A	A	PWM		No Service Available
1.00	Coo Bay, Ore.	OTH	See North Bend, Ore.								
	Cubin, Ky.	LOZ	See London, Ky.								
	Cordova, Alaska	CDV	PN 520, 521A	15	4, 8						1.00 1.00
Price Available	Corning, N. Y.	ELM	See Elmira, N. Y.								
Price Available	Corona, Calif.	CNF	L X 430	TU-3-8431	20	200					
	Corpus Christi, Tex.	CRP	BN 158, 160, 161	TU-4-0331	9, 3	500	A	A	C	G	.50 1.00
			EA 327	TU-2-7458	19, 9	200	A	A	C	C	.50 1.00
1.10			TT 800	Logan 5-3022	3	150	A	A	C	C	.50 1.00
1.10			FL			200	C		DEN		No Service Available
	Cortes, Colo.	CEZ	See Albany, Ore.								
	Corvallis, Ore.	CVO	See Omaha, Neb.								
1.45	Council Bluffs, Iowa	CBF	CP 210	JU 6-4844	9	200	C	C	C		.25 .60
1.45	Counbreak, B. C.	YXC	PC 516	2771	3, 19	200	C	C	OTH		No Service Available
1.45	Crescent City, Cal.	CEC	AA 90	Redwood 8-9500	9	150	C			G	.50 1.00
1.45	Cumberland, Md.	CBE	WA 860	480	9	200	C	C	A	C	.35 (D) .75 (D)
1.25	Cut Bank, Mont.	CTB	AA, 109A, 105, 105A, 110, 112, 113, 113C, 122, 128, 8135	FL-7-7391	9, 5, 15, 10	10000	A	A	C	G	.45 1.25
1.25	Dallas, Tex.	DAL	BN 158, 160, 161, 161A, 162, 162A, 8150	FL-1-5522	9, 1, 3, 5, 10	2000	A	A	C	C	.45 1.25
			CO 300	FL-2-5601	9, 3	200	A	A	C	C	.45 1.25
Price Available			CN 255	FL-2-2609	3	200	A	A	C	C	.45 1.25
1.10			DL 309, 309D, 310B, 312, 314A	Fleetwood 2-2631	9, 1-A, 5, 10, 8	6000	A	A	C	C	.45 1.25
1.10			315A, 8285	FL-1-5334	3	150	A	A	C	C	.45 1.25
1.10			TT 800								
	Deville, Ill.	DMV	LC 400 @	6-4727	3	200	C				
.75			OZ	2711	3	200					.60 1.25
1.25	Deville, Va.	DAN	EA 327	7640	19, 9	200	C	C	RIC	G	.55 1.10
1.25			PI 640	SW 2-8571	3	100	C	C	RIC	G	.55 1.10
1.25	Des Moines, Iowa	MLI	See Moline, Ill.								
1.25	Des Moines City, Y. T.	YDA	CP 215	CFA	3	200		C	C		.25 .60
1.25	Des Moines Creek, B. C.	YDC	CP 215	59	6, 9		C	A	C	G	15 lb. .25 50 lb. .50
	Dayton, Ohio	DAY	AA 112	Vandalia 4-5511	9	500	C	A	C	C	.45 1.15
1.75			LC 400	Twin Oaks 8-5857	3	200	C	A	C		
1.75			TW 815, 815A	HE 4053	3, 8, 7, 19	400	C	A	C		.60 1.45
	Daytona Beach, Fla.	DAB	EA 320, 325, 330, 333	CL-3-4541	19, 9, 8	200	A	A	JAX	G	.45 1.50
1.75			NA 470A, C	CLinton 2-0566	9, 17	200	A	A	JAX		.45 1.50
1.75	Deertr, Ill.	DEC	OZ 515	3-7741	3	200					.45 1.10
1.75	Del Monte, Calif.	MRY	See Montrose, Calif.								
1.75	Delmo, Colo.	MTJ	See Montrose, Colo.								
1.75	Deming		See Silver City, N.M.								
1.75	Denison, Tex.	SWI	See Sherman, Tex.								
1.75	Denver, Colo.	DEN	BN 161, 161A, 162A	EA-2-7761	9, 5	500	A	A	C	G	.55 1.30
1.35			CN	Dexter 3-4228	3	200	A	A	C	C	.55 1.30
1.75			CO	East 2-7771	9, 3, 5, 10, 22	200	A	A	C	C	.55 1.30
1.75			FL 377	Florida 5-3515	3	200	A	A	C	C	.55 1.30
1.75			TW 815	Dudley 8-1606	8, 7	250	A	A	C	C	.55 1.30
1.75			UA 830, 835, 8795	Dexter 3-7744	9, 5, 15, 6, 10	6000	A	A	C	C	.55 1.30
1.75			WA 860, 862	EA 2-1833	3, 6, 9	200	A	A	C	C	.55 1.30
1.75	Des Moines, Iowa	DSM	BN 160, 161A	CH-3-0711	9, 3	200	A	A	OMA	G	.45 1.00
1.75			OZ 515	Atlantic 8-3654	3	200	A	A	OMA	G	.45 1.00
1.75			UA 830	Des Moines 8-6711	9	300	A	A	OMA	G	.45 1.00
1.75	Detroit, Mich. (Willow Run)	YIP	AA Service suspended.								
1.75			CA 240, 244, 244A	Woodward 3-8900	3, 4, 8, 22	250	A	A	AC		.65 1.75
1.75			DL 310B, 312, 314B	HU-2-6771	9, 5, 5	300	A	A	AC		.65 1.75
1.75			EA 319D, 325, 333	WO-5-8200	9, 7, 8, 10, 19	200	A	A	AC		.65 1.75
1.75			LC 400 @	Woodward 5-4700	3	200	A	A	AC		
1.75			MO 460	HUnter 3-3410	9, 3	200	A	A	AC		.65 1.75
1.75			NO 475 @	Woodward 2-8090	3	200	A	A	AC		
1.75			NW	Woodward 2-7110	11, 6, 10, 15A	2000	A	A	AC		.65 1.75
1.75			TW 815, 815A, 818	L'Ogand 2-7272	9, 8, 19, 3, 7	400	A	A	AC		.65 1.75
Price Available											
1.35	Detroit (Metropolitan-Wayne County)	RML	AA	HUnter 2-6890	9, 5, 15, 10	6000	A	A	C	G	.65 1.75
			BA 170A	WHitney 1-2900	3, 19	150	A	A	AC		.65 1.75
1.35			FT 375, 8330	WO-3-3435	1, 15, 23	10000	C	A	AC	G	.60 1.45
1.35			PA 550, 560, 350	L'Ogan 2-9520	6, 10	600	C	A	AC		.65 1.55
1.35			RD 670, 8570	W'Oodward 3-0800	1	6000	C	A	AC		.60 1.55
Price Available			UA 830, 8795	Crestwood 8-1300	9, 5, 15, 10	3000	A	A	AC		.65 1.75
	Dickinson, N. D.	DIK	FL 377	HUnter 3-3440	3	200	A	C	GFK		No Service Available
	Dismayland, Col. @	DDC	LX 430	5372	20	200					
Price Available	Dodge City, Kan.	DDC	CO 300	HUnter 3-3321	3	200	C	C	MKC	G	.65 1.25
	Dodson, Ala.	DHN	EA 320, 325, 327, 330	5-1200	19	200	A	A	PFN	G	.40 .85
			SO 730	2-4870	3	100	A	A	PFN	G	.40 .85
	Douglas, Ariz.	DUG	AA 105, 110, 112, 112A, 113B	EMpire 4-3437	5	250	C	C	AC	G	.35 .75
	Douglas, Wyo.	DGW	FL	716	3	200				DEN	No Service Available
1.80	Dover, Del.	DOV	AL 90	3553	3	150					No Service Available
1.80	Dover, Ohio @	PHD	LC 400	New Philadelphia 4-2729	3	200					
1.80	Dubuque, Iowa	DBQ	OZ 515	3-9442	3	200	C	A			.50 1.00
1.80	Duluth, Minn. @	DLH	NO 475	RAndolph 2-6633	3	200					.50 1.00
1.80	Dumans, Ohio	DUC	CN 255	580	3	200	C	A	DAL		No Service Available
1.75	Durango, Colo.	DRO	FL	Clerry 7-2395	3	100	C	A	DEN	G	.70 1.50
1.80	Durham, N. C.	RDU	TI	31771	22	200	C	C	RDU-R		No Service Available
1.80	Eaton, Cal.	YKR	AL 90		3	250					No Service Available
1.80	Eaton, Md.	ESH	See Allentown, Pa.								
1.80	Eaton, Pa.	ABE	NO 475	TEmple 4-4633	3	200					
Price Available	See Clovis, Wis. @	EAU	TT 800	MU-6-3707	13	150	C	C	C		No Service Available
Price Available	Edinburg, Tex.	MMK	TC	28131	3, 3, 12, 22, 7	200	C	C	C	C	.50 1.00
Price Available	Edmonton, Alta.	YXD	NW 510, 512	55-2120	6	200	C	C	C	C	.50 1.00
			WA 860	554197	9	200	C	C	C	C	.50 1.00
			CP 215, 217	554171	1, 3, 9	1000	C	C	C	C	.25 .40
	Eglin Air Force Base	VPS	SO 730	25111	3	200					.75 1.50
	El Centro, Cal.	IPL	BL 155	ELgin 2-4218	3	200	C	C	SAN		No Service Available
	El Dorado, Ark.	ELD	TT 800	UN 3-7273	3	150	C	C	MEM		No Service Available
	Elizabeth City, N. C.	ECG	CA 244	2396	3	150	C	C	C		.40 1.00
	Ellis, W. Va.	EKN	AA 120	1100	9	250	C	C	PIT		No Service Available

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minimum	
Elko, Nev.	EKO	UA 830	Elko 651	9	200	C	A	SFO		No Service Available		Guyton, O.
Elmira, N. Y.	ELM	CA 242	9-3686	3	150	C	C	SYR	G	.40	1.10	Guyton, O.
		MO 460	9-3656	3	200	C	C	SYR		.40	1.10	Guyton, O.
El Paso, Tex.	ELP	AA 105, 110, 112, 113, 113A	Prospect 8-3301	5, 10	600	A	C	AC	G	.35	1.10	Hagerstown, Md.
		CO 300	Prospect 8-1951	9, 3, 5, 6	400	A	C	AC		.35	1.10	Hagerstown, Md.
		TT 800	3-1233	3	150	A	C	AC		.35	1.10	Hagerstown, Md.
ELY, Nev.	ELY	UA 830	Alhambra 4-4478	9	200	C	C	SFO		No Service Available		Hanover, N.H.
Enid, Okla.	WDG	CN 255	Adams 4-5474	3	200	C	C	MKG		No Service Available		Hanover, N.H.
Ephrata, Wash.	EPH	WC 850A	Skyline 4-2522	3	150	C	C	GEG		No Service Available		Hanover, N.H.
Erie, Pa.	ERI	AL	3-1617	3, 19	250	C	A	C	G	.40	1.10	Hanover, N.H.
		CA 242, 244	3-1129	3	250	C	A	C		.40	1.10	Hanover, N.H.
		LC 400 @	3-7705	3	200	C	A	C		.40	1.10	Hanover, N.H.
		MO 460	3-7754	3	200	C	A	C		.40	1.10	Hanover, N.H.
Escanaba, Mich. @	ESC	NO 475	30	3	200							Harrison, N.Y.
Eugene, Ore.	EUG	UA 835	Diamond 4-4221	9	150	A	A	OTH	G	.45	.95	Harrison, N.Y.
		WC 850A	DL 5-8506	3	200	C	C	C		No Service Available		Harrison, N.Y.
Eureka, Cal.	ACV	PC 516	Tenace 9-1521	3, 19	300	C	C	C		.55	1.60	Harrison, N.Y.
Evansville, Ind.	EVV	DL 312	Harrison 4-4771	9, 19, 7	200	A	A	C		.55	1.60	Harrison, N.Y.
		EA 330, 332	HA-2-7880	3, 5	1000					1.00	2.60	Harrison, N.Y.
Fairbanks, Alaska	FAI	ASA	4228	3, 5								Harrison, N.Y.
		NC 500	3262	11, 2	3000							Harrison, N.Y.
		WA 565F, 8540										Harrison, N.Y.
Fall River, Mass.	FRV	See New Bedford, Mass.										Harrison, N.Y.
Fargo, N. D.	FAR	NO 475		4	200	A	A	MSP		No Service Available		Harrison, N.Y.
		NW 510	5-4277	4, 6	200	A	A	MSP		No Service Available		Harrison, N.Y.
Farmington, N. H.	FHM	FI	Davis 5-0681	3	200	C	C	DEN		No Service Available		Harrison, N.Y.
Fayetteville, Ark.	FYN	CN 255	Hillcrest 2-7306	3	200	C	C	MKG		.45	1.00	Harrison, N.Y.
Fayetteville, N. C.	FAY	NA 470A, B	HEmlock 2-8157	9	200	C	A	ROU	G	.55	1.00	Harrison, N.Y.
		PI 640	HE 2-4171	3	100	A	A	ROU		.55	1.00	Harrison, N.Y.
Fitchburg, Mass.	FLT	NE 485	2-6785	3	200	A	C	ORH		No Service Available		Harrison, N.Y.
Fitchburg, N.Y.	FLG	FI	Prospect 4-6601	3	200	C	C	DUG		No Service Available		Harrison, N.Y.
Flint, Mich.	FMT	CA 240, 244A	CEdar 5-4037	3, 4, 22	250	C		YIP		No Service Available		Harrison, N.Y.
Florence, Ala.	MSL	See Sheffield, Ala.										Harrison, N.Y.
Florence, S. C.	FLO	EA 322	5255	20, 19	200	C	A	CHS	G	.35	.75	Harrison, N.Y.
Fontana, Cal. @	FOF	LX 430		20	200					No Service Available		Harrison, N.Y.
Forestville, P. Q.	CP			1, 3, 6, 9	400							Harrison, N.Y.
Fort Bragg, N. C.	FAY	See Fayetteville, N. C.										Harrison, N.Y.
Fort Campbell, Ky.		See Clarksville, Tenn.										Harrison, N.Y.
Fort Dodge, Iowa	FOD	BN 160	5-2041	3	200					No Service Available		Harrison, N.Y.
		OZ 515	5-0431	3	200					No Service Available		Harrison, N.Y.
Fort Good Hope, N.W.T.		CP		1, 3, 6, 9	200							Harrison, N.Y.
Fort McMurray, Alta.	YMM	CP 216	CPA	1, 3	200	C						Harrison, N.Y.
Fort McPherson, N.W.T.		CP		1, 3, 6, 9	200							Harrison, N.Y.
Fort Myers, Fla.	FMY	NA 470A, C	Edison 5-9311	9, 6, 17	200	C	C	TPA		.50	1.00	Harrison, N.Y.
Fort Nelson, B. C.	YNE	CP 215	CPA	6, 9	200		C	C				Harrison, N.Y.
Fort Norman, N.W.T.		CP		1, 3, 6, 9	200							Harrison, N.Y.
Fort Pierce, Fla.	FPR	RD	Vero Beach 2345		6000					No Service Available		Harrison, N.Y.
Fort Resolution, N.W.T.		CP		1, 3, 6, 9	200							Harrison, N.Y.
Fort Riley, Kan.	MHK	See Manhattan, Kan.										Harrison, N.Y.
Fort Sill, Okla.	LAW	See Lawton, Okla.										Harrison, N.Y.
Fort Smith, Ark.	FSM	BN 160, 161, 161A	Sunset 3-5171	9, 3	200	A	A	MEM		.40	.85	Harrison, N.Y.
Fort Smith, N.W.T.		CP		1, 3, 6, 9	200							Harrison, N.Y.
		CN 255	Sunset 2-3004	3	200	A	A	MEM		.40	.85	Harrison, N.Y.
Fort Stockton, Tex.	FST	TT 800	157	3	150	C		ELP		No Service Available		Harrison, N.Y.
Fort St. John, B. C.	XYJ	CP 215	117	6, 9	500		C					Harrison, N.Y.
Fort Vermilion, Alta.		CP		1, 3, 6, 9	200							Harrison, N.Y.
Fort Wayne, Ind.	FWA	DL 312	Harrison 3352	3, 9	300	A	C	TOL	G	.75	1.50	Harrison, N.Y.
		TW 815	Harrison 2204	19	400	A	C	TOL		.75	1.50	Harrison, N.Y.
		UA 830	Harrison 3321	9	400	A	C	TOL		.75	1.50	Harrison, N.Y.
		TC	2-0641	22	200	C	C	C		.50	1.00	Harrison, N.Y.
Fort William, Ont.	YQT	AA 103A, 105, 105A, 110, 112, 113, 113C, 122, 128, 8139	Atlas 4-2551	9, 5, 10	600	A	A	DAL	G	.55	1.25	Harrison, N.Y.
Forth Worth, Tex.	ACF	BN 155, 160, 161, 162A	AT-4-3261	9, 3	500	A	A	DAL		.55	1.25	Harrison, N.Y.
		CO 300	ATlas 4-3061	9, 3	200	A	A	DAL		.55	1.25	Harrison, N.Y.
		CN 255	ATlas 4-2971	3	200	A	A	DAL		.55	1.25	Harrison, N.Y.
		DL 309, 309D, 314A, 315A	ATlas 4-6611	9, 3, 5, 10	400	A	A	DAL		.55	1.25	Harrison, N.Y.
		TT 800	AT 4-3465	3	150	A	A	DAL		.55	1.25	Harrison, N.Y.
Frankfurt, Ky.	LEX	See Lexington, Ky.										Harrison, N.Y.
Franklin, Pa.	FKL	AL 90	IDewood 2-3125	3	150	C				No Service Available		Harrison, N.Y.
Fredrickton, N. B.	YFC	TC 770	6613	22	200	C	A	C		.50	1.00	Harrison, N.Y.
Fresno, Calif.	FAT	TW 815	Adams 7-6174	8	250	A	A	SFO	G	.40	1.50	Harrison, N.Y.
		UA 835	Clinton 1-5522	9	200	A	C	SFO		.60	1.50	Harrison, N.Y.
Fullerton, Calif. @	FUL	LX 430		20	200							Harrison, N.Y.
Galaden, Ala.	GAD	SO 730	LI 6-5285	3	100					.70	1.40	Harrison, N.Y.
Gainesville, Fla.	GNY	EA 320, 325, 330, 333	FR-2-0481	19	20	A	C	JAX		No Service Available		Harrison, N.Y.
Gallup, N. M.	GUP	FL 377	UNION 3-3312	3	200	C	A	ELP		No Service Available		Harrison, N.Y.
Galveston, Tex.	GLS	TT 800	5-5062	3	150					No Service Available		Harrison, N.Y.
Gambell, Alaska @	GAM	AS 708		3	500							Harrison, N.Y.
Gander, Nfld.	YQX	PA 560, 8525	723			C	C	A				Harrison, N.Y.
		KL 390A, 393D @				C	C	A				Harrison, N.Y.
		SK 690A @				C	C	A				Harrison, N.Y.
		SN 8585 @				C	C	A				Harrison, N.Y.
		SR 750 @				C	C	A				Harrison, N.Y.
		TC	723	6	600	C	C	A				Harrison, N.Y.
		TW 818	913	13, 7, 22	200	C	C	A		.35	.75	Harrison, N.Y.
		CO 300	713	8, 7	250	C	C	A		No Service Available		Harrison, N.Y.
Garden City, Kan.	GCK	BRidge 6-5132		3	200	C	C	DEN		No Service Available		Harrison, N.Y.
Geneva, N.Y.	SN	MO-(Service Suspended)										Harrison, N.Y.
Gladewater, Tex.	GGG	See Longview, Tex.										Harrison, N.Y.
Gladwin, Mich.	GDV	FL 377	Empire 5-3146	3	200	A	A	GTF		No Service Available		Harrison, N.Y.
Glens Falls, N.Y.	GFL	EA 325, 327, 332, 335	2-5855	19	200	C	C	ALB		No Service Available		Harrison, N.Y.
		MO 460	2-1184	3	200	C	C	ALB		No Service Available		Harrison, N.Y.
Goose Bay, Lab.	YGR	TC 770, 776	TCA	13	200							Harrison, N.Y.
		MAR 440E, F, 8465										Harrison, N.Y.
Grand Forks, N.D.	GFK	NW 510	4-4629	4	200	C	A	C				Harrison, N.Y.
		NO 475 @	2-1711	3	200	A	C	C				Harrison, N.Y.
Grand Island, Neb.	GRI	UA 830	Dupont 2-7400	9	200	A	C	OMA		No Service Available		Harrison, N.Y.
Grand Junction, Colo.	GJT	FL	Chapel 2-1102	3, 6	200	C		DEN		1.05	1.10	Harrison, N.Y.
		11	Gr. Junction 300	3, 6	200	C		DEF		1.05	1.10	Harrison, N.Y.
Grande Prairie, Alta.	YQU	CP 215, 216	2031	9	200	C	C					Harrison, N.Y.
Grand Rapids, Mich.	GRR	CA 240, 244A	CHerry 3-0108	3, 4, 22	250	A	A	MKG	G	.50	1.00	Harrison, N.Y.
		FT 375	CHerry 1-2221							.45	1.25	Harrison, N.Y.
		LC 400 @	CHerry 1-4477	3	200	A	A	MKG		No Service Available		Harrison, N.Y.
		NO 475 @	CHerry 1-3497	3	200	A	A	MKG		No Service Available		Harrison, N.Y.
Great Bend, Kan.	GBD	CO 300	GLadstone 3-4776	3	200	A	C			No Service Available		Harrison, N.Y.
Great Falls, Mont.	GFB	NW 510	GLendale 3-6301	4, 6	200	A	A	AC	G	.55	1.00	Harrison, N.Y.
		WA 860	GLendale 3-4355	9	200	A	A	AC		.55	1.00	Harrison, N.Y.
Green Bay, Wis. @	GRB	NO 475	HEmlock 5-5346	3	200	C				No Service Available		Harrison, N.Y.
Greenfield, Mass.	GRE	NE 485	Kingsdale 4-2234	3	200	A	C	ORH		No Service Available		Harrison, N.Y.
Greensboro, N. C.	GSO	CA 244	Broadway 3-8446	3, 22	150	C	A	INT	G	.75	1.50	Harrison, N.Y.
		EA 325, 327, 333, 336	BR-5-6688	19, 8	200	C	A	INT		.75	1.50	Harrison, N.Y.
		PI	BRoadway 3-3417	3	100	C	A	INT	C	.75	1.50	Harrison, N.Y.
Greenville, Miss.	GLN	SO	2-2612	3	100	C				No Service Available		Harrison, N.Y.
Greenville, S. C.	GRL	DL 310, 8285	CE-2-8213	3	200	A	A	ATL	G	.40	.85	Harrison, N.Y.
		EA 327, 330, 333, 336	9-3061	19, 9, 8	200	A	A	ATL		.40	.85	Harrison, N.Y.
		SO 730	CEdar 3-0173	3	100					.40	.85	Harrison, N.Y.
		SO	2218	3	100	A	A	MEM		No Service Available		Harrison, N.Y.
Greenwood, Miss.	GRW	SO 730	9-3191	3	100					No Service Available		Harrison, N.Y.
Greenwood, S. C.	GRD	FL 377	Porter 5-2082	3	200	C	C	GTF		.45	.85	Harrison, N.Y.
Greybull, Wyo.	GEY	NA 470B, C	UNiversity 2-1554	17	100	C	C	C	G	.50	1.00	Harrison, N.Y.
Gulfport, Miss.	GPT											Harrison, N.Y.

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAIL/PAID SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Guyana, Ohio	GUY	SO 730	UN-4-2323	3	100	C	C	C		.55	1.10
Gunnison, Colo.	GUC	CN 255	672	3	200					.50	1.00
Hagerstown, Md.	HGR	FL 377	145	3	200	A	C	DEN		No Service Available	
Hallifax, N. S.	YXF	AL	REGENT 3-4700	3, 19	150	C	C	C	G	.35	.75
Hamilton, Ont.	YYZ	TC 770	2-7411	13, 22	200	C	C	C		.50	1.00
Hampden, Va.	PHF	See Toronto								.35	.75
Hannibal, Mo.	HNN	See Newport News, Va.									
Hanover, N. H.	LEB	See Quincy, Ill.									
Hartford, Conn.	HRI	See White River Jct., Vt.									
Harrisburg, Pa.	HAR	TL 800	GA 3-4200	3	150			SAT			
		AL	CDar 6-9426	3, 19	150	A	C	BAL	G	.50	1.00
		CA 240, 242	CDar 6-7995	3	150	A	C	BAL		.40	1.10
		YW 815	CDar 4-3136	19	400	A	C	BAL		.40	1.35
		CN 255	730	3	200			STL		No Service Available	
Hartford, Conn.	HRO	AA 110, 115B, 124, 8135	Jackson 2-4193	9, 15, 5	3000	A	C	C	G	No Service Available	
Hartford, Conn.	BDL	EA 324, 325, 327	CH-9-6501	10, 6, 7, 9	200	A	C	C		.55	1.10
		FT 375, 8330	Jackson 2-3145	1	10000	A	C	C		.55	1.10
		NE	National 3-4418	3	200	A	C	C		.55	1.10
		TW 815	National 3-5581	8, 19	400	A	C	C		.55	1.10
		UA	Chapel 6-5631	9, 5, 10, 15, 6	6000	A	C	C		.55	1.10
Hattiesburg, Miss.	HOB	DL 309	JUniper 2-1643	3	200	A	C	MSY		.55	1.10
Hawthorne, Nev.	HTH	BL 155	Wilson 5-3219	3	200	C	C	SFO		.50	1.00
Hay River, N.W.T.		CP	GLadstone 5-4921	1, 3, 6, 9	200						
		CP		1, 3, 6, 9	200						
		QEA		1, 3, 6, 9							
Hazleton, Pa.	HZL	AL		3	150					No Service Available	
Helen, Ark.	HEE	TT 800	5-2577	3	150		A	MEM		No Service Available	
Helen, Mont.	HLN	NW 860	Hickory 2-0012	4	200	A	A	GTF	G	No Service Available	
		WA 850	Hickory 2-8550	9	200	A	A	GTF		.45	1.10
Hendersonville, N. C.	AVL	See Asheville, N. C.								.45	1.10
Hennepin, Ill.	MWA	See Marion, Ill.									
Hibbing, Minn.	HIB	NO 475	Amherst 3-7847	3	200	C					
Hickory, N. C.	HKY	PI 640	DI 5-3285	3	100	A	C	INT			
High Point, N. C.	GSO	CA	5411	See Greensboro, N. C.							
		EA	2-3346	See Greensboro, N. C.							
		PI	3778	See Greensboro, N. C.							
Hobbs, N. M.	HOB	CO 300	EXpress 3-5414	9, 3	200	C		ELP		.60	1.25
Holloman Air Force	ALM	See Alamogordo, N. M.									
Holyoke, Mass.	BAF	See Springfield, Mass.									
Homer, Alaska	HOM	PN 521, 522	22111	3						.75	1.00
Honolulu, T. H.	HNL	NW 510, 512	83256	6	200		C	AC		.65	1.25
		PA 550, 568, 570	86421	11, 2, 10	600		C	C			
		UA 828, 835	83256	6, 7	500		C	C			
		HA 381	86421	11, 10	600		C	C			
		JL 387A	Honolulu 8-1811	6, 10	200		C	C			
Hopkinsville, Ky.		See Clarksville									
Houston, Wash.	HOM	See Aberdeen, Wash.									
Hot Springs, Ark.	HOT	CN 255	National 4-1284	3	200	A	C	MEM		No Service Available	
		DL 312	NA-3-1671	9	300	A	C	MEM		No Service Available	
		TT 800	NA-3-8501	3	150	A	C	MEM		No Service Available	
		WA 860	555	3	200	C		DEN		No Service Available	
Hot Springs, S. D.	HSR	NO 475	63	3	200					No Service Available	
Houghton, Mich.	CMX	NE 485	2254	3	200	A	C	C			
Houston, Mo.	HUL	AA 112, 113A	Mission 9-1457	9	250	A	A	C	G	.55	1.25
Houston, Tex.	HOU	BN 158, 160, 161, 161A, 162, 162A	OL 4-2686	9, 3, 5, 10	500	A	A	C		.55	1.25
		CO 300	OLive 4-8531	9, 5, 6, 19	400	A	A	C		.55	1.25
		DL 309, 309A, 310B, 312, 319B	OLive 4-2646	9, 10, 19	400	A	A	C		.55	1.25
		EA 319E, 327	OL 4-2661	9, 10, 7, 19	200	A	A	C		.55	1.25
		KLM 390A, 393D	Capitol 4-1701	10	400	A	A	C		.55	1.25
		NA 470B, C	OLive 4-8564	9, 5	400	A	A	C		.55	1.25
		PA 590	CA-3-4131	6	600	A	A	C		.55	1.25
		TT 800	MI 9-1218	3	150	A	A	C		.55	1.25
Huntington, W. Va.	HTW	AL 90	3-1331	3, 19	150	C	C	CVG	G	.50	1.60
		EA 322, 326	3-9476	19	200	C	C	CVG		.50	1.60
		PI 640	GL 3-1356	3	100	C	C	CVG		.50	1.60
Huntsville, Ala.	HSV	CA 244	Jefferson 4-4583	3, 22	150	A	A	BHM		.30	.85
		EA 330	4680	19	200	A	A	BHM		.30	.85
		SO	JE 6-6305	3	200						
Hurley, N. M.	SVC	See Silver City, N. M.									
Huron, S. D.	HON	BN 160, 161A	2910	3	200	A	C	MSP		No Service Available	
		WA 860	6401	9, 3	200	A	C	MSP		No Service Available	
		CO 300	MO-2-6401	9, 3	200	C	C	MKC	G	.35	1.00
Hutchinson, Kan.	HUT	NE	SPing 5-1800	3	200	A	A	EWB		No Service Available	
Hyannis, Mass.	HYA	WC 850A	1805	3	150	A	C	GTF	G	.40	1.00
Idaho Falls, Ida.	IDA	WA 860	Jackson 2-8161	9	200	A	C	GTF		.45	1.10
		AA 120	CHapel 1-2545	9, 5	600	A	A	C	G	.45	1.35
Indianapolis, Ind.	IND	DL 312, 314B	CH-1-3333	9, 3, 19, 5	400	A	A	C		.45	1.35
		EA 330, 332, 336	CH-4-9521	9, 8, 19	200	A	A	C		.45	1.35
		LC 0	CHapel 1-8201	3	200	A	A	C			
		OZ 515	MEIrose 8-4909	1, 2	200	A	A	C		.40	1.25
		RD-(Service Suspended)									
		TW 815, 8705	ME 4-3438	8, 19, 2	3000	A	A	C		.40	1.25
International Falls, Minn.	INL	NO 475	Atlas 3-3871	3	200	C					
Ipswich, Cal.	ITYK	PC 516		3						No Service Available	
Iowa City, Iowa	IOW	UA 830	Iowa City 3161	9	200	A	C	PIA		No Service Available	
Iron Mountain, Mich.	IMT	NO 475	2575	3	200	C					
Ipswood, Mich.	IWD	NO 475	741-W	3	200	C					
Ithaca, N. Y.	ITH	MO 460	3351	9, 3	200	C	C	SYR	G	.50	1.00
Jackson, Mich.	JXN	NO 475	STATE 9-6125	3	200	C					
Jackson, Miss.	JAM	DL 309, 312, 8285	20866	9, 3, 5, 8, 1-A	2000	A	C	MSY		.55	1.35
		SO 730	28889	3	100	A	C	MSY		.55	1.35
Jackson, Wyo.	JAC	WA 860	310	3	200	C	C	GTF		No Service Available	
Jacksonville, Fla.	JAX	DL 309C, 310, 310A, 8285	ELgin 6-0484	1-A, 3, 5, 8	4000	A	A	C	G	.55	1.10
		EA 319C, 319D, 320, 325, 330	EL-3-3657	9, 8, 10, 7, 19, 6	200	A	A	C		.55	1.10
		NA 470A, C	ELgin 3-1586	9, 5, 6, 17	400	A	A	C		.55	1.10
		NE-(Service Suspended)									
		RD 670	ELgin 4-6601	1	6000	A	A	C		.55	1.10
		SO 730	EL-4-7833	3, 19	150	C	A	BUF		.50	1.35
Jamestown, N. Y.	JHW	AL 90	4118	3, 19	200	C	A	MSP		No Service Available	
Jamestown, N. D.	JMS	NW 510	199	4	200	C					
Janesville, Wis.	JVL	See Beloit, Wis.									
Jefferson City, Mo.	JEF	OZ	6-2350	3	200	C				.55	1.10
Johnson City, Tenn.	JTN	See Bristol, Va.									
Johnstown, Pa.	JST	AL 90	8-1144	3, 19	150	C		G		.50	1.25
Joplin, Mo.	JLN	AA 119	Mayfair 3-7085	9	250	A	C	MKC	G	.40	.85
		CN 235	Mayfair 3-2110	3	200	A	C	MKC		.40	.85
		OZ 515	Mayfair 3-1817	3	200	A	C	MKC		.40	.85
Jones, Alaska	JMU	AS 80A-D									
		ES 350A									
		PA 565F	106	11	600			C			
		PN 520, 522	6-1455	4, 8, 16				C		1.00	1.00
Junction City, Kan.	JHK	See Manhattan, Kan.									
Kalamazoo, Mich.	AZO	NO 475	Fireside 9-2649	3	200						
			Fireside 5-6549	3	200						
			Skyline 6-3334	4	200	C	C	SPO		No Service Available	
Kaliapi, Mont.	FCA	NW	109	3	200	C	A	C			
Kankakee, Ill.	LKA	CP 212	GR 1-4740	9, 1, 3, 5	2000	A	A	AC	G	.65	1.45
Kansas City, Mo.	MKC	BN 160, 161A, 162A, 8130	GRand 1-3705	9, 3, 10, 22	200	A	A	AC		.65	1.45
		CO 300	BAltimore 1-3955	3	200	A	A	AC		.65	1.45
		CN 235	GRand 1-7613	9, 3	300	A	A	AC		.65	1.45
		DL 312									

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
		OZ 515	GRand 1-6515	3	200	A	A	AC		.45	1.45
Kansas City, Mo.	MKC	TW 815, 8705	GRand 1-4400	8, 7, 19, 2	3000	A	A	AC		.60	1.30
(Concluded)		UA 830	GRand 1-1133	5, 10	200	A	A	AC		.60	1.30
Kapuskasing, Can.	TC	TC		3, 7, 12, 13, 22	200						
Keeno, N. H.	EEN	MO 460	1910	3	100	C	C	BOS		.50	1.00
Ketchikan, Alaska	ENA	NE 485	ELwood 2-1030	3	200	C	C	BOS		.50	1.00
		PN	206	3	200					.75	1.00
Kennecott, Wash.	PSC	See Pasco, Wash.									
Kerrville, Tex.	ERV	TT 800	CL 7-4050	3	150	C		SAT		No Service Available	
Ketchikan, Alaska	KTN	PA 565F	3131	11	600			A			
		PN 520, 522	3136	8, 16				A			
Key West, Fla.	EYW	NA 470A, C	CYpress 6-5510	9, 17	200	A	C	AC		No Service Available	
Kilgore, Tex.	GGG	TT 800									
King Salmon, Alaska	AKN	PN	4	3	200					.60	1.00
Kingman, Ariz.	IGA	BL 195	Alport 521	3	200	C	C	LAX		No Service Available	
Kingsport, Tenn.	TRI	PI	Circle 6-4107	3							
Kinston, N. C.	ISO	PI 640	Jackson 3-5006	3	100	C	C	RDU		No Service Available	
Kittery, N. H.	ERY	CP 214	280	3, 9	200			C			
Klamath Falls, Ore.	LMT	UA 835	TUedo 2-2552	9	200	A	C	OTH		.55	1.50
		WC 850A	TU 4-7332	3	150	A	C	OTH		.55	1.50
Knoxville, Tenn.	TY3	AA 105	7-6264	9, 5	500	C	C	CHA	G	.45	1.10
		CA 244	7-6521	3, 22, 8	250	C	C	CHA		.45	1.10
		DL 310, 310B, 314B, 8285	7-6463	9, 3	400	C	C	CHA		.45	1.10
		PI 640	7-2571	3	100	C	C	CHA		.45	1.10
Kodiak, Alaska	MHB	PN 523, 521B	4131	3						.75	1.00
Kokomo, Ind.	OKK	LC 400	Gladstone 2-3202	3	200	C					
Kotzebue, Alaska	OTZ	AS 70B, 71C		3	500						
Locama, N. H.	LCI	NE 485	2475	3	200						
Lo Cross, Wisc.	LSE	NO 475	4-5680	3	200	C		LWM		No Service Available	
La Fayette, Ind.	LAF	LC 400	3-2565	3	200	C					
Lafayette, La.	LFT	EA 327	CE-5-8536	19, 9	200	A		BTR	G	.55	1.30
		TT 800	CE 4-5252	3	150	A		GEG		No Service Available	
La Grande, Ore.	LGD	WC 850A	725	3	150	C		DEN		No Service Available	
La Junta, Colo.	LHX	CO (Service Suspended)			200	C					
Laguna Beach, Calif.	SHA	See Santa Ana, Calif.									
Lake Charles, La.	LKC	EA 327	HE-6-3656	19, 9	200	A	A	C		.55	1.35
		TT 800	HE 3-8511	3	150	A	A	C		.55	1.35
Lakeland, Fla.	LAL	NA 470A, C	MUtal 5-0691	9, 17	200	C	C	TPA	G	.50	1.00
Lake Placid, N. Y.	SLK	EA 322, 324, 328, 334		19	200	C	C	MAL		No Service Available	
Lamar, Colo.	LAA	CN 255	167	3	200			DEN			
Lancaster, Cal.		See Palmdale, Calif.									
Lancaster, Pa.	LMS	AL 90	Lowell 9-0461	3, 19	150	C		G		.55	1.10
		EA 325, 327, 332, 335	LO-9-0446	19	200					.55	1.10
Land O' Lakes, Wisc.	LHL	NO 475	3131	3	200	C					
Lander, Wyo.	RIW	See Riverton, Wyo.									
Lansing, Mich.	LAN	CA 240	IVanhoe 5-2744	3, 4, 22	250	A	A	YIP	G	.50	1.00
		NO 475	IVanhoe 4-7467	3	200						
Laramie, Wyo.	LAR	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
Laredo, Tex.	LRD	BN—(Service Suspended)									
		TT 800	3-3645	3	150	A	A	AC		.40	1.25
Las Vegas, Nev.	LAS	BL 155	DUDley 2-8811	3	200	C	C	LAX	G	.75	1.45
		PC 516		19	200	C	C	LAX		.75	1.45
		TW 815	DUDley 2-7306	8, 7	250	C	C	LAX		.75	1.45
		UA 830	DUDley 2-0505	5, 6	400	C	C	LAX		.75	1.45
		WA 860, 862	DUDley 2-21 00	9, 6	200	C	C	LAX		.75	1.45
Laurel, Miss.	LUL	SO 730	3440	3	100					.60	1.20
Lawrence, Mass.	LWM	NE 485	MURdock 3-3141	3	200	A	C	LWM		No Service Available	
Lawton, Okla.	LAW	CO 300	EL 3-4512	9, 3	200	C	A	DAL		No Service Available	
		CN 255	ELgin 3-8600	3	200	C		DAL		No Service Available	
Lebanon, N. H.	LEB	See White River Jct.									
Lebanon, N. C.		See Hickory, N. C.									
Lehigh, Alta.	YQL	TC 770	FA-7-2711	3	200	C	C	C		.35	.75
		WA 860	FAirfax 7-3971	9	200	C	C	C		No Service Available	
Lewiston, Ida.	LWS	WC 850A	Lewiston 3-1545	3	150	A	C	GEG		No Service Available	
Lewiston, Me.	LEW	NE 485	3-2031	3	200	C	C	PWM		.50	1.00
Lewistown, Mont.	LWT	WA 860	KEystone 8-3715	9	200	C	C	GTF		.35	1.50
Lexington, Ky.	LXG	DL 310, 314B, 8285	4-5569	9, 3	250	C	C	CVG	G	.65	1.60
		EA 332, 336	4-5795	19	200	C	C	CVG		.65	1.60
		PI	51920	3	100	C	C	CVG	G	.65	1.60
Liberal, Kan.	LBL	CN 255	WAIn 4-5671	3	200		A			No Service Available	
Lima, Ohio	LIA	LC 400	Catherine 5-0075	3	200					.50	1.10
Lincoln, Neb.	LNK	BN FL	2-5160, 2-5391	3	200	A	C	OMA		.45	1.10
		UA	Lincoln 5-4371	9	300	A	A	NEM	G	.45	1.10
Little Rock, Ark.	LIT	AA 105, 112, 122	FRanklin 4-9333	9, 5	200	A	A	NEM		.45	1.10
		BN 161, 161A	FR-2-0207	9, 3	200	A	A	NEM		.45	1.10
		CN 255	FRanklin 4-6418	3	200	A	A	NEM		.45	1.10
		DL 312	FRanklin 4-2040	9	300	C	C	NEM		.45	1.10
		TT 800	FR 4-6312	3	150	C	C	NEM		.45	1.10
Lock Haven, Pa.	LHY	AL	2311	3	150	C				No Service Available	
Logan, Utah	LGU	WA 860	388	9	200	C	A	STF		No Service Available	
Logansport, Ind.		See Kokomo, Ind.									
London, Ky.	LOZ	PI 640	VO 6-2250	3	100			SDF		.35	.75
London, Ont.	YXU	TC	2-3495	22	200	C	C	C		.50	1.00
Long Beach, Calif.	LGB	LX 430	20	20	200	C	A	LAX			
		UA 830, 835	GAirfield 4-8502	9	200	A	A	LAX		.60	1.40
		WA 860	GAirfield 4-8571	6	200	A	A	LAX		.60	1.40
Long Branch, N. J.	BLM	See Asbury Park, N. J.									
Longview, Tex.	GGG	TT 800	MI 3-2441	3	150	A	C	DAL		.50	1.35
Los Angeles, Calif.	LAX	AA 103, 103A, 104, 104A, B, 105, 105B, 110, 112, 113, 113A, B, 120, 128, 8135	MAdison 6-0201	5, 15, 10	10000	A	A	C	G	.65	1.40
		BL	SPring 6-2040	3	200	A	A	C		.65	1.40
		CO 300	ORegon 8-3943	10, 22	200	A	A	C		.65	1.40
		SK 690A, B	ORegon 4-4300	10	1000	A	A	C		.65	1.40
		LX 430		20	200	A	A	C			
		PA 560, 568, 570, 572, 575, 590	MA 6-8484	11, 14, 4, 5, 6, 10	1000	A	A	C		.65	1.40
		PC	SPring 6-0440	3, 19	200	A	A	C		.65	1.40
		S-S		5, 6, 10, 9	1320						
		TW 815, 818, 8705	Michigan 9441	8, 7, 2	3000	A	A	C		.65	1.40
		UA 828, 830, 835	ORegon 8-2511	9, 5, 6, 10, 15A	6000	A	A	C		.65	1.40
		WA 860, 862	SPring 6-2345	9, 6	200	A	A	C		.65	1.40
Lockheed	BUR	AA 103, 103A, 104, 104A, B, 105, 105B, 110, 112, 113, 113A, B, 120	MAdison 0201	5, 15, 10	6000	A	A	C	G	.65	1.40
		FTL 375, 8330	STanley 7-3411	1, 15, 23	10000	A	A	C		.65	1.40
		LX 430		20	200	A	A	C			
		PC 516	ORegon 8-1206	3, 19	200	A	A	C		.65	1.40
		UA 828, 830, 835, 8795	STanley 7-3780	9, 5, 15	6000	A	A	C		.65	1.40
		WA 860, 862	ORegon 8-2531	9, 6	200	A	A	C		.65	1.40
Louisville, Ky.	SDF	AA 112, 120, 122	EMerson 8-1666	9, 5	500	A	A	C	G	.60	1.50
		AX—(Service Suspended)									
		EA 319D, 330, 332, 336	EM-8-1646	4, 8, 7, 19	200	A	A	C		.60	1.50
		OZ 515	EMerson 8-9955	3	200	A	A	C		.60	1.50
		PI	EMerson 8-3312	3	100	A	A	C	G	.60	1.50
		RD—(Service Suspended)									
		TW 815	JUniper 3-5327	8, 19	400	A	A	C		.60	1.50

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Lowell, Wyo.	POY	See Powell, Wyo.									
Lubbock, Tex.	LBB	BN 161, 161A CO 300	PO 5-7428 PO-3-4646	9 9, 3	200 200	A A	A A	DAL DAL		.80 .80	1.35 1.35
Lufkin, Tex.	LPK	TT 800	3-4521	3	150	C		BUJ		No Service Available	
Lusk, Wyo.	LSK	FL	228	3	200			RIC		No Service Available	
Lynchburg, Va.	LYN	PI 640	Victor 6-6375	3	100	C	C	ATL	G	.75	1.75
Macon, Ga.	MCM	DL 309, 310, 314B, C EA 320, 325, 330	3-6731 2-8701	9, 3 19	250 200	C C	C C	ATL ATL	G G	.50 .50	1.35 1.35
Madison, Wisc.	MSN	NO 475 @ NW	CHerry 4-6201 CHerry 9-4816	3 6, 4, 15A	100 500	A A	A A	MKE MKE		No Service Available	
Magellan, Ark.	AGO	TT 800	711	3	150	C	C	DAL		No Service Available	
Malone, N. Y.	MAL	EA 325, 327, 335	1680	3	200	C	C	BOS		No Service Available	
Manchester, N. H.	MHT	NE 485	National 3-7201	3	200	C	C	BOS		No Service Available	
Mandan, N. D.	BIS	See Bismark, N. D.									
Manhattan, Kan.	MHK	CO 300	Prospect 8-2152	3	200	C	C	MKC		No Service Available	
Marion, Wisc.	MTW	NO 475	Murray 4-5657	3	200					No Service Available	
Marquette, Mich.	MKT	WA 860	3708	3	200	C		NSP		No Service Available	
Marshall, Ohio	MFO	LC 400	Lafayette 4-7411	3	200			ELP		No Service Available	
Martin, Tex.	MRF	TT 800	235	3	150	C		PFN	G	.50	1.00
Marion, Fla.	MAI	NA 470B, C	Hudson 2-2726	17	100	C	C	PFN	G	.50	1.00
Marion, Ohio	PKB	See Parkersburg, W. Va.									
Marion, Wisc.	MNM	See Menominee, Wisc.									
Marion, Ill.	OZ 515	OZ 515	714	3	200	C				No Service Available	
Marion, Ind.	MZZ	LC 400	NOrth 4-1221	3	200	C					
Marion, Ohio	MNN	LC 400	2-2575	3	200						
Marquette, Mich.	MOT	NO 475	CAnal 6-7595	3	200		A				
Marshall, Tex.	ASL	TT 800	4-4336	3	150	C		DAL		No Service Available	
Martha's Vineyard, Mass.	MVY	NE 485	Vineyard Haven 1400	3	200	C	C	EWB		No Service Available	
Mayville, Calif.	MVY	PC	Sherwood 3-5487	3	200	C	C	SFO		No Service Available	
Mason City, Iowa	MCW	BN 160, 161A OZ	GA 3-1123 1095	3, 9 3	200 200	A A	C A	NSP NSP		No Service Available .55	1.50
Messine, N. Y.	MSS	EA 325, 327, 332, 335	Rockwall 9-3564	19	200	C	C	A		No Service Available	
Metcalf, N. Y.	LBA			3	400						
Mettos, Ill.	MTO	OZ 515	Adams 4-7100	3	200	C				No Service Available	
Meyo, V. Y.	YMA	CP 215	C.P.A.	3	200		C				
McAlester, Okla.	MLC	CN 255	GAnden 3-4758	3	200	C	C	DAL		No Service Available	
McAllen, Tex.	MMK	TT 800	MTI 6-3707	3	150			BRO		No Service Available	
McCall, Ida.	MYL	WC (Service Suspended)									
McGroth, Alaska	MCG	AS 70B, 71B		3, 4	1000					.35	.50
Medford, Ore.	MFR	PC	JF 2-1164	3, 19	200	C	C	OTH		.55	1.60
		UA 835	Medford 3-3643	9	300	C	C	OTH		.55	1.60
		WC 850A	2-7269	3	150	C	C	OTH		.55	1.60
Medicine Hat, Alta.	YXH	TC 770	Jackson 6-2605	3	200	C	C	C		.70	.75
Melbourne, Fla.	MLB	EA 320, 325, 330	765	19	200	A	A	PBI		No Service Available	
Memphis, Tenn.	MEM	AA 105, 112, 122, 8135 BN 158, 160, 161, 161A CA 244 DL 312, 314B, 8285 EA 327, 330 SO 730 TT 800	Whitehall 8-3374 WH-6-8395 Whitehall 8-0393 WH-8-2406 WH-2-2409 WH-8-1440 WH-6-2535	9, 5, 15 9, 3 22 9, 3, 5, 19, 1-A, 32 6, 19 3 3	8000 250 250 6000 200 200 150	A A A A A A	A A A A A A	G C C C C C		.55 .55 .55 .55 .55 .55	1.35 1.35 1.35 1.35 1.35 1.35
Menominee, Mich.	MNM	NO 475	Union 3-6677	3	200			SFO	G	.35	.75
Merced, Calif.	MCE	UA 835	Randolph 2-8011	9	200	C	C	BHM		.35	.75
Meriden, Conn.	MEI	DL 309	2-3141	9, 3	300	A	C	A			
Meriden City, D. F.	MEX	AA 122, 8135 PA 590 WA 860	22-12-22 46-46-60 46-90-40	5, 15, 10 14, 4, 5, 6, 10 6	600 1000 200			A A A			
Miami, Fla.	MIA	Arianca BN 161A, 162, 162A BN 171E, 172A CA CU 306, 306A, B, 8240 DL 309C, 310, 310A, 314A, 8285 EA 319C, D, 320, 325, 330, 333 Guest KL 394A NA 470A, B, C NE 485 PW PA 573, 575, 580, 590, 591A, C, 605 RD 670, 8570 RN 659, 8645 VE 140C, 8030	NE-4-1951 Newton 4-4573 FR-9-2851 NE-5-2661 NE-4-3570 Franklin 3-0455 Newton 4-0496 Newton 3-2431 NE 3-2491 Tuxedo 7-3501 88-6743	14, 2 5, 10 22 1, 3, 8 5, 10, 1-A 19, 7, 8, 16, 10, 19 8 4 9, 5, 6, 10, 17 6 6, 10, 11 4, 2, 6, 7, 10 1, 15 10000 10000 10000	660 500 700 200 5000 6000 500 200 600 400 200 500 10000 10000 10000 10000	A A A A A A A A A A A A A A A A	A A A A A A A A A A A A A A A A	AC AC AC AC AC AC AC AC AC AC AC AC AC AC AC AC	G G G G G G G G G G G G G G G G	.80 .80 .80 .80 .80 .80 .80 .80 .80 .80 .80 .80 .80 .80 .80 .80	1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60 1.60
Midland, Tex.	MAF	AA 105, 110, 112 CO 300 FL	Mutual 4-8281 Mutual 2-4355 Cedar 2-1401	9, 5 9, 3 3	250 200 200	C C C	C C C	ELP ELP GTF		.40 .40 No Service Available	1.25 1.25
Miles City, Mont.	MLS	AA 110, 122	Sheridan 4-9855	9	250	A	A	C	G	.50	1.50
Milwaukee, Wisc.	MKE	CA 240 FT 375 NO 475 @ NW OZ 515 UA 830	Sheridan 4-3327 Humboldt 3-5000 Humboldt 1-0500 Humboldt 3-0443 Humboldt 3-3210 Humboldt 1-3800 Humboldt 1-3809	3, 22 1 3 11, 6, 4, 10, 15A 3 9, 5	250 10000 200 2000 200 300	A A A A A A	A A A A A A	C C C C C C		.50 .50 .50 .50 .50 .50	1.50 1.50 1.50 1.50 1.50 1.50
Mineral Wells, Tex.	MWL	CO 300	FAirfax 5-6621	3	200	C	C	DAL	G	.50	1.00
Minneapolis, Minn.	MSP	BN 160, 161A, 162A CA 240 FT 375, 8330 NO 475 @ NW OZ 515 WA 860, 862	PA-4-8748 Parkway 1-1831 Parkway 9-8321 Parkway 2-6891 Parkway 1-3567, Ext. 204 Parkway 1-4456 Parkway 1-3383	9, 3, 5 22 1 3 11, 4, 6, 10, 15A 3 9, 3, 6	500 150 6000 200 2000 200 200	A A A A A A A	A A A A A A A	C C C C C C C	G G G G G G G	.55 .55 .55 .55 .55 .55 .55	1.30 1.30 1.30 1.30 1.30 1.30 1.30
Minot, N. D.	NOT	BN 161A	2, 8212	3	200	A	A	C		No Service Available	
Mission, Tex.	MMK	See McAllen, Tex.									
Missoula, Mont.	MSO	NW	2-2478	4	200	C	A	GTF		No Service Available	
Mitchell, S. D.	MHE	BN 160, 161A	WYman 6-8283	3	200	C	C	OMA		No Service Available	
Moble, Ala.	MOB	CA 244	Greenwood 9-6276	22	200	A	A	C	G	.35	1.60
		EA 327	GR-9-1401	7, 8, 19, 9	200	A	A	C		.55	1.60
		NA 470B, C	Garden 6-4401	9, 17	400	A	A	C		.55	1.60
		SO 730	GR-7-3437	3	100	A	A	C		.55	1.60
Modesto, Calif.	MOD	UA 835	Lambert 3-3211	9	200	A	A	SFO		No Service Available	
Moline, Ill.	MLI	BN 160 OZ 515 UA 830	4-7481 2-7591 Moline 2-7701	3 3 9	200 200 300	A A C	C C C	PIA PIA PIA	G G G	.55 .55 .55	1.25 1.25 1.25
Monrovia, N. B.	YQM	TC 770	EV-4-9151	13, 22	200	C	C	C		.50	1.00
Monmouth Beach, N. J.	BLM	See Asbury Park, N. J.									
Monroe, La.	MLU	DL 309 SO SO	FA-3-5116 FA-5-4601	9, 3 3 3	300 200 400	C C C	C C C	MSY MSY MSY		.40 .60 .60	.85 1.20 1.20
Mont Pel, P.Q.	QBA			3	400						

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Monte Vista, Colo.	ALS	FL 377	69	3	200	C	C	DEN		No Service Available	
Monterey, Cal.	MRY	PC 516	FRONTIER 2-7571	3, 19	200	A	C	SFO	G	.55	1.10
Montgomery, Ala.	MGM	UA 835	FRONTIER 5-3157	9	300	A	C	SFO			
		DL 309	AM-4-7313	9, 3	200	A	A	MSY	G	.40	.85
		EA 325, 327, 330	CH-7-7361	19, 7, 8	200	A	A	MSY		.40	.85
Montpelier, Vt.	MPV	NE 485	Capitol 3-2395	3	200	C	C	BTY		No Service Available	
Montreal, Que.	YUL	AF 60, 60E, 61, 61A, D, 62B	UN-6-8344	7	200	A	C	AC		.35	.75
		EA 319B, 319C, 325, 327, 332, 335	Metrose 1-3870	8, 10, 16, 19	200	C	C	A		No Service Available	
		NE	Metrose 1-8591	22	200	C	C	A		No Service Available	
		SN 680									
		TC	Hunter 9-5781	12, 13, 7, 22	500	A	C	A		.45	1.00
Montrose, Colo.	MTJ	FL 377	C-Herry 9-4236	3	200	C	A	DEN		No Service Available	
Moose Jaw, Sask.	YMJ	CP		1, 3, 6, 9	200						
Morhead City, N. C.	MRH	PI 640	Beaufort 2-7341	3	100	C	C	C		.35	.75
Moroni, Ariz.	CFT	See Clifton Ariz.									
Morganton, N. C.		See Hickory, N. C.									
Morgantown, W. Va.	MGW	CA 244	2-3301	3	150	C	C	PIT	G	.35	1.25
Moscow, Ida.	PUW	See Pullman Wash.									
Moses Lake, Wash.	EPH	See Ephrata Wash.									
Moultrie, Ga.	MGR	SO 730	YU-5-4048	3	100	C				.75	1.50
Muncie, Ind.	MIE	LC 6	Atlas 8-3629	3	200	C					
Muskegon, Mich.	MKG	CA 240	3-1870	3, 4	250	A	C	C	G	.50	1.25
Muskegon, Okla.	MKO	CN 255	Murray 7-5494	3	200	C	A	MKC		No Service Available	
		TC		3, 7, 12, 13, 22	200						
Muskoka, Can.											
Myrtle Beach, S. C.	MYR	PI	Hillcrest 8-6559	3	100	C		CHS		.45	.85
Nantucket, Mass.	ACK	NE	1140	3	200	C	C	EWB		No Service Available	
Nashville, Tenn.	BNA	AA 105, 112, 122, 8135	Chapel 2-6336	9, 5, 15	4500	A	A	C	G	.40	.90
		BN 158	AL-5-5323	5, 9	200	A	A	C		.40	.90
		EA 330, 336	AL-5-7412	9, 8, 19, 10	200	A	A	C		.40	.90
		OZ 515	Chapel 2-4363	3	200	A	A	C		.40	.90
Natchez, Miss.	HEZ	SO 730	6963	3	100	C				No Service Available	
New Bedford, Mass.	EWB	NE 485	Wyman 9-6441	3	200	A	C	C		No Service Available	
New Bern, N. C.	EWN	NA 470A, B	Metrose 7-5151	9	200	C	C	IMN		.35	1.10
		PI 640	ME 7-3972	3	100	A	C	IMN		.55	1.10
New Brunswick, N. J.	NBR	NY 472A (Service Suspended)									
New Haven, Conn.	NVN	AA 124	Hobart 7-1667	9	250 (6000 w/in LGA)	A	A	C	G	.55	1.25
		EA 324, 325, 327	HO-7-6311	19	200	A	A	C		.55	1.25
New Iberia, La.	LFT	See Lafayette La.									
New London, Conn.	GOH	NE 485	Willtop 5-9357	3	200	C		C		.50	1.25
New Orleans, La.	MSY	AX 6, 8015	Kenner 21-71-1466	3	6000	C	A	AC	G	.50	1.25
		BN 160, 161	LA-4-3411	9, 3	200	C	A	AC		.50	1.25
		CA 244	Kenner 4-3500	22, 8	200	C	A	AC		.50	1.25
		DL 309, 309A, 309B, 310B, 312, 314A, 315A, 8285	Kenner 4-3658	9, 1-A, 3, 5, 10	6000	C	A	AC		.50	1.25
		EA 319E, 320, 327	4-3601	7, 8, 16, 10, 19	500	C	A	AC		.50	1.25
		NA 470B, C	Kenner 4-3616	9, 5, 6, 17	400	C	A	AC		.50	1.25
		PA 590, 8510	Jackson, 2-6391	2, 6	2500	C	A	AC		.50	1.25
		SO 730	Kenner 7-0158	3	200	C	A	AC		.50	1.25
		TA 760, 8750	CAnal 8374	4	4500	C	A	AC		.50	1.25
		LC	4-2729	3	200						
New Philadelphia, Ohio	PHD										
New York, N. Y., or Newark, N. J. (La Guardia)	LGA	AA 104, 104C, 105, 105A, 110, 112, 112A, B, 114, 114A, C, E, 115, 115A-D, 120, 122, 124, 126, 128, 8135	Havermeyer 4-7600	9, 5, 15	10000	A	A	AC	G	.80	1.80
		AZ		9, 22, 5, 6, 10	440						
		CA 240, 242, 244, 244A	Mitchell 2-3002	22, 8	200	A	A	AC		.80	1.80
		Cubana		3, 22, 7	200						
		EA 319, 319A, B, C, 324, 325, 327, 332, 335, 8315	NE-9-8200	6, 4, 7, 8, 16, 10, 19	500	A	A	AC		.80	1.80
		NE	ILIllinois 7-3000	9, 3, 6, 22	200	A	A	AC		.80	1.80
		NY 472A, B	Defender 5-6600, Ext 16	20, 21	200	A	A	AC		.80	1.80
		SAB		14, 9, 5, 15, 10	440						
		TW 815, 818	Oxford 5-4525	8, 7, 19, 2	3000	A	A	AC		.80	1.80
		UA 830, 8795	ILIllinois 8-4900	5, 6	6000	A	A	AC		.80	1.80
(Idlewild)	IDL	AA 104, 104C, 105, 105A, 110, 112, 112A, B, 114, 114A, C, D, 115, 115A-D, 120, 122, 126, 128	Havermeyer 4-7600	9, 5, 10	6000	A	A	AC	G	.80	1.80
		AET		7	550						
		AF 60, 60B, E, 61, 61A-D	Olympia 6-5800	7	200	A	A	AC		.80	1.80
		AX 6, 8015	OLYMPIA 6-5965	1	6000	A	A	AC		.80	1.80
		A VIA NCA		14, 2	660						
		BA 170E, 172D	OLYMPIA 6-5600	11, 8	1100	A	A	AC		.80	1.80
		BN 158	OLYMPIA 6-5245	9, 10	200	A	A	AC		.80	1.80
		CA 240, 242, 244, 244A	Havermeyer 4-5340	22, 8	200	A	A	AC		.80	1.80
		DL 309, A, C, 314C, 8285	OLYMPIC 6-5822	8, 10	200	A	A	AC		.80	1.80
		EA 319, 319A, 319B, C, 322, 324, 325, 327, 332	OL-6-5100	6, 4, 7, 8, 16, 10, 19	500	A	A	AC		.80	1.80
		LH432	OL-6-5560	7		A	A	AC			
		LY 340	OLYMPIA 6-5290	8	550	A	A	AC			
		KL 390A, 393A, 8590	Wiltshel 4-3480	2, 4, 5, 15, 6, 8, 7	6000	A	A	AC		.80	1.80
		NA 470A, B	Oxford 7-8181	9, 5, 6, 10	400	A	A	AC		.80	1.80
		NE	OL-6-5988	9, 3, 6, 22	200	A	A	AC		.80	1.80
		NW	Murrayhill 7-4690	11, 6, 10, 15A	2000	A	A	AC		.80	1.80
		NY 472A, B	Defender 5-4600	20, 21	200	A	A	AC		.80	1.80
		PA 550, 560, 565A, B, 573, 575, 580, 591A, B, C, 605, 8555	ST-6-7341	11, 2, 15, 6, 7, 10	10000	A	A	AC		.80	1.80
		RD 670, 8570	Olympia 6-5748	1, 2, 15	10000	A	A	AC		.80	1.80
		SN 680, 8505	Judson 6-1050	5, 6, 15	400	A	A	AC		.80	1.80
		SK 690A	OLYMPIA 7-8000	5, 6, 10	1000	A	A	AC		.80	1.80
		SR 750	PLaza 7-4433	2, 6	6000	A	A	AC		.80	1.80
		TC-770	Judson 6-3210	22	200	A	A	AC		.80	1.80
		TRC	OLYMPIA 6-5997	4, 6, 2	1102	A	A	AC		.80	1.80
		TW	Oxford 5-4525	8, 7, 2, 22	3000	A	A	AC		.80	1.80
		UA 830, 8795	OLYMPIA 6-5777	5, 15, 10	6000	A	A	AC		.80	1.80
(Newark)	EWR	AA 104, 104C, 105, 105A, 110, 112A, 114, 114A, C, E, 115, 115C-D, 8135	Market 3-4062	9, 5, 15, 10	6000	A	A	AC	G	.77	1.75
		AL	Market 2-2442	3, 19	150	A	A	AC		.77	1.75
		AX 6, 8015	Mitchell 2-4605		200	A	A	AC		.77	1.75
		BN 158	Market 3-2041	5, 10	200	A	A	AC		.77	1.75
		CA 240, 242, 242, 244A, 8210	Mitchell 2-3002	22, 8	200	A	A	AC		.77	1.75
		DL 309A, C, 314C, 8285	MA-3-3543	1-A, 10	6000	A	A	AC		.77	1.75
		EA 319, 319A, 319B, C, 322, 324, 325, 327, 332	MI-3-6075	6, 4, 7, 8, 16, 10, 19	500	A	A	AC		.77	1.75
		FTL 375, 8330	Market 4-3700	1, 15, 25	10000	A	A	AC		.77	1.75
		MO 460	Mitchell 2-0335	9, 3	200	A	A	AC		.77	1.75
		NA 470A, B	Market 4-1953	9, 5, 6, 10	200	A	A	AC		.77	1.75
		NY	Mitchell 2-8681	20, 21	200	A	A	AC		.77	1.75
		TW 815	Market 3-5640	8, 7, 19	400	A	A	AC		.77	1.75
		UA 830, 8795	Market 2-1720	9, 5, 15, 10, 6	6000	A	A	AC		.77	1.75
Newport, Vt.	EFK	NE 485	1099	3	200	C		C		Seasonal, Terminates 9/14/50	
Newport News, Va.	PHF	CA 240, 242, 244	Warwick 8-1141	3, 4	150	C	C	C	G	.55	1.35
		NA 370A, B	Lee Hall 5181	9	200	C	C	C		.55	1.35
		PI	Lyric 6-2621	3	100	C	C	C	G	.55	1.35

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Hingham Falls, N. Y.	IAG	AA		Served Through Buffalo N. Y.						.55	1.45
Honolulu, Alaska	OME	CA		Served Through Buffalo N. Y.						.55	1.45
		MO		Served Through Buffalo N. Y.							
		AL		Served Through Buffalo, N. Y.							
Honolulu, N.W.T.	YVQ	ASA 708, 70D, 71C	Main 199	3, 4	1000						
Harford, Neb.	OFK	PA	455	4, 6, 10, 15, 2	4000						
Harford, Va.	ORF	FL		1, 3, 6, 9	200			OMA			
		CA 240, 242, 244, 244A		3	200					No Service Available	
		NA 470A, B		3, 4, 22, 8	250	A	C	C	G	.55	1.25
		PI		UL 5-4761	400	A	C	C	G	.55	1.25
		RD 670, 8570		LOWELL 5-4978	100	A	C	C	G	.55	1.25
North Battleford, Sask.	YQW	CP		1	6000						
North Bay, Ont.	YVB	TC		1, 3, 6, 9	200					.50	1.00
North Bend, Ore.	OTH	WC 850A	3346	22	200	C	C	C			
North East Cape Alaska	OMC	AS 709	Skyline 9-1121	3	150	A	A	C		No Service Available	
North Hollywood, Cal.	—	LX 430		20	500						
North Platte, Neb.	LSF	UA 830	N. Platte 3609	9	200	C		LAX DEN		No Service Available	
Novark	NY	NY		19	200					No Service Available	
Hyack, N. Y.	PJR	See Pearl River N. Y.									
Oak Bluffs, Mass.	MYV	See Martha's Vineyard									
Oakland, Cal.	OAK	AA 103, 303A, 304C, 305, 305B, 310, 312, 313, 313A, 315	Highgate 4-6056	5, 10	6000	A	A	C		.65	1.45
		FT 375		1, 2, 15	10000	A	A	C		.65	1.45
		PA (See San Francisco)		GL-1-5888							
		PC 516		Lockhaven 8-3422	200	A	A	C		.65	1.45
		TW 815		Highgate 4-6730	250	A	A	C		.65	1.45
		UA 830, 835, 8795		Lockhaven 317	6000	A	A	C		.65	1.45
		WA 860, 862		Lockhaven 8-3012	200	A	A	C		.65	1.45
Ocala, Fla.	OCF	EA 320, 325, 330, 333	MA-2-3287	19	200	A	C	TPA	G	.35	.75
Odessa, Tex.	MAF	AA 105, 110, 112	FE-7-3541	9, 5	250	C	C	ELP		.40	1.25
		CO 300	Federal 7-7371	9, 3	200	C	C	ELP		.40	1.25
Ogden, Utah	OGO	UA 830	Ogden 3-8441	9	200	C	A	DEN	G	.40	1.10
		WA 860	Export 3-7788	9	200	A	A	DEN		.40	1.10
		MO 460	1226	3	200	C	C	C		No Service Available	
Ogdenburg, N. Y.	—	See Franklin Pa.									
Oil City, Pa.	FKL	AA 105, 110, 112, 122	MEtrose 2-6378	9, 5, 10	600	A	A	DAL	G	.60	1.20
Oklahoma City, Okla.	OKC	BN 160, 161, 161A, 162A, 8150	MU 5-5113	9, 5, 3, 1	500	A	A	DAL		.60	1.20
		CO 300	MUhol 5-7791	9, 3	200	A	A	DAL		.60	1.20
		CN 255	MEtrose 8-6373	3	200	A	A	DAL		.60	1.20
		TW 815	ME-8-3377	8	250	A	A	DAL		.60	1.20
Olympia, Wash.	OLM	WC 850A	Fleetwood 6-6445	3	150	C	A	C		No Service Available	
Omaha, Neb.	OMA	BN	WE 0682	9, 3	400	A	A	C	G	.55	1.25
		FL	Webster 8900	3	200	A	A	C			
		UA 830	Webster 2429	9, 5, 6, 10	400	A	A	C		.55	1.25
Ontario, Ore.	ONO	WC	Ont. 400	3	150	C	C	GEG		No Service Available	
Ontario, Calif.	ONT	BL 155	Yukon 6-6724	3	200	C	C	LAX		No Service Available	
		WA		6, 9	150	C		LAX		No Service Available	
		LX 430		20	200			LAX		No Service Available	
Orange, Calif.	—	See Greenfield Mass.									
Orange, Mass.	ORE	EA 320, 325, 330, 333	4-4524	9, 19, 7, 8	200	A	A	TPA	G	.55	1.10
Orlando, Fla.	ORL	NA 470A, C	Garden 2-0709	9, 6, 17	200	A	A	TPA		.55	1.10
		RD 670, 8570	Garden 5-2696	1	6000			TPA		.55	1.10
		NO 475	Stanley 238	3	200						
Oshkosh, Wis.	OSH	NY		20	200			LGA		.35	.75
Ossining, N. Y.	—	EA 325, 327, 332, 335	CE-5-7281	8	200	C	C	C		.50	1.00
Otsego, Ont.	YOW	TC	Central 2-9611	22	200	C		C			
Ottawa, Iowa	OTM	BN (Service Suspended)	Murray 2-1660	3	200	A	A	PIA		.50	1.00
Owensboro, Ky.	OWB	OZ 515	MU-3-1585	19	200	C	A	SOF		No Service Available	
		EA 330, 332	Murray 4-2976	3	200	C	C	SOF		No Service Available	
		OZ 515	Hunter 4-6141	9, 3	200	C	C	LAX		No Service Available	
Oxford, Calif.	OKR	PC	31732	9, 3	200	C	C	EVV		.55	1.85
Paducah, Ky.	PUK	OZ 515	3-6238	3	200	A	C	EVV		.55	1.85
		RD 670		3	6000					No Service Available	
Palatka, Fla.	PLK	PC	Windsor 7-2195	19	200	C	C	LAX		No Service Available	
Palmdale, Calif.	PMD	WA 860	2709	6, 9	200	C	C	SAN		No Service Available	
Palm Springs-India, Calif.	PSB	BL 155	Fairview 5-5053	9, 17	200	A	C	SAN		No Service Available	
		NA 470B, C	Poplar 3-9087	9, 17	200	A	C	G		.50	1.00
Panama City, Fla.	PFN	SO 730	SU-5-6166	3	100					.50	1.00
		CN 255	Sunset 4-8535	3	200	C	A	DAL		No Service Available	
Paris, Tex.	PRX	AA 120	Hudson 5-5542	9	250	C	C	PIT	G	.60	1.60
Portersburg, W. Va.	PKB	AL	Hudson 5-4541	3, 19	150	C	C	PIT		.60	1.60
		PI 640	Gardfield 8-6787	3	100	C	C	PIT		.60	1.60
		WC	Liberty 7-5547	3	150	C	C	GEG		.50	1.50
Pasco, Wash.	PSC	WC	1700	3	200	C	C	LAX			
Paso Robles, Calif.	PRB	PC 516		20	200			LGA		No Service Available	
Patterson, N. J.	PHJ	NY	POpale 2-6230	3	200	A	C	PVD		No Service Available	
Pawtucket, R. I.	SPZ	NE		3	200	C	C				
Peyote, Ida.	PYO	See Ontario, Ore.	2437	3	200	C	C				
Puerto Rico, Ala.	YPE	CP 216		3	200						
Puerto Rico, N. Y.	PJR	NY (Service Suspended)								No Service Available	
Puerto Rico, Tex.	PEQ	TY 800	HI 5-2738	3	150	C	A	ELP		.45	.95
Pueblo, Colo.	POT	UA	Pendleton 5109	9, 5, 6	400	C	A	GEG		.45	.95
		WC 860A	Pend. 101	19	150	C	A	GEG		.50	.95
		EA 327	HE-3-3101	9, 17	200	C	A	C	G	.50	.95
Panama, Fla.	PHS	NA 470B, C	HEmlock 2-5152	9, 17	400	C	A	C		.25	.60
		CP 210, 205D	2947	9	200	C	C	C		.40	.85
Panama, B. C.	YVF	AA 110	7-3555	9	250	C	A	C		.30	1.45
Panama, Ill.	PIA	OZ	7-3548	3	200	C	A	C		.40	.85
		TW 815	7-4449	19	400	C	A	C		.40	.85
Panama, Ind.	—	See Kokomo, Ind.									
Philadelphia, Pa.	PHL	AA 105, 115, 120, 122, 128	Saratoga 7-7977	9, 5, 15, 10	6000	A	A	C	G	.60	1.55
		AL 90	Saratoga 7-7979	3, 19	150	A	A	C		.60	1.55
		AX 6, 8015								.60	1.55
		CA 240, 242, 244, 244A	Saratoga 7-6009	3, 4, 22	250	A	A	C		.60	1.55
		DL 309, 309A, C, 8285	Saratoga 7-9912	9, 10, 1-A	6000	A	A	C		.60	1.55
		EA 324, 325, 327, 332, 335, 8315	SA-9-2115	9, 10, 7, 19	200	A	A	C		.60	1.55
		FT 375	Saratoga 6-7100	1	10000	A	A	C		.60	1.55
		NA 470A, B	Saratoga 6-2235	9, 10	400	A	A	C		.60	1.55
		NE	Saratoga 4-0310	6, 22	200	A	A	C		.60	1.55
		PA 550, 560, 573	LOcust 8-1360	6, 10	600	A	A	C		.60	1.55
		RD 670	Saratoga 6-9133	1	6000	A	A	C		.60	1.55
		TW 815, 818, 8705	LOcust 8-3230	8, 7, 19, 2	3000	A	A	C		.60	1.55
		UA 830, 8795	LOcust 8-2830	9, 5, 15, 6, 10	6000	A	A	C		.75	1.70
Philipsburg, Pa.	PSB	AL	Dickens 2-1670	3, 19	150	C	C	PHL	G	.55	1.10
Phoenix, Ariz.	PHX	AA 105, 110, 112, 112A, 113, 113A, B	ALpine 8-6761	5, 10	600	C	C	DUG		.55	1.10
		BL 155	ALpine 8-8466	3	200	C	C	DUG		.55	1.10
		FL 377	Bridge 5-1441	3	200	C	C	DUG		.55	1.10
		TW 815	Bridge 5-5487	8, 7	250	C	C	DUG		.55	1.10
		WA 860	Bridge 5-6271	6	200	C	C	DUG		.55	1.10
Pierre, S. D.	PIR	WA 860	2448	3, 9	200	C	C	OMA		.35	.75
Pine Bluff, Ark.	PBF	TT 800	JE 4-8612	3	150	C	C	MEM		No Service Available	
Pinehurst, N. C.	SOP	PI 640	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
Pittsburg, Kan.	PTS	OZ 515	3600	3	200	C				No Service Available	
Pittsburgh, Pa.	PIT	AA 112, 122	SPaulding 1-2255	9	250	A	A	C	G	.55	1.55

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
		AL	Spaulding 1-3512	3, 19	150	A	A	C		.55	1.55
		CA 240, 242, 244, 244A	SPaulding 1-3600	3, 4, 8, 22	250	A	A	C		.55	1.55
		EA 319D, 327, 333	SP-1-3100	9, 7, 19	200	A	A	C		.55	1.55
		LC 400 C	SPaulding 1-4938	3	200	A	A	C			
		NW	SPaulding 1-1000	6, 11	300	A	A	C		.55	1.55
Pittsburgh, Pa.	PIT	TW 815, 815B, 8705	EXpress 1-5240	8, 7, 19, 2	3000	A	A	C		.55	1.55
(Concluded)		UA 830	SPaulding 1-3112	5	400	A	A	C		.55	1.55
Pittsfield, Mass.	PSF	MO 460	2-8635	3	100	C	A	C		.55	1.30
		NE 485	9857	3	200	C	C	C		.55	1.30
Plattsburg, N. Y.	PLB	EA 325, 327, 332, 335	1983	19	200	C	C	C		No Service Available	
Pocatello, Ida.	PIH	WA 860	2206	9	200	C	C	C	G	.55	1.15
		YC	Poca. 1504	3	150	C	C	C		.55	1.15
Pomona, Cal.	JPO	LX 430		20	200						
Ponca City, Okla.	PNC	CN 255	Rogers 2-1611	3	200	C	A	C		No Service Available	
Port Angeles, Wash.	CLM	WC 850A	P.A. 3101	3	150	C	A	C		No Service Available	
Port Arthur, Ont.	YQT	See Ft. William Ont.									
Port Arthur, Tex.	BPT	DL 312	YU-2-4321	9	300	C	A	C		.55	1.50
		EA 327	YU-3-3317	19, 9	200	C	A	C		.55	1.50
		TT 800								.55	1.50
Port Jervis, N.Y.	YCT	CP		1, 3, 6, 9	200						
Portland, Me.	PWM	NE 485	SPruce 4-3941	9, 3	200	A	C	PWM		.50	1.00
Portland, Ore.	PDX	AS	ATLantic 8-5073	4, 6	1000	A	A	C	G	.50	1.25
		FT 375, 8330	ATLantic 1-1158	1, 18	1000	A	A	C		.60	1.35
		NW	ATLantic 7-1103	4, 6, 10, 15A	500	A	A	C		.60	1.35
		PA 550, 560, 570, 572	CA 7-6673	10	600	A	A	C		.55	1.25
		PH 520, 522	AT-8-5043	3, 4, 8		A	A	C		.50	1.25
		UA 830, 835, 836	ATLantic 7-2411	9, 5, 6, 10	400	A	A	C		.60	1.35
		WA 860, 862	ATLantic 1-6423	6	200	A	A	C		.60	1.35
		WC 850A, 8	ATLantic 4-2117	3	150	A	A	C		.60	1.35
Portsmouth, Ohio	PMH	LC 400	PREscott 6-4321	3	200						
Poughkeepsie, N. Y.	POU	EA 322, 324, 328, 334	GL-2-2250	3	200	C	C	ALB		No Service Available	
		MO 460	GRover 1-3900	3	100	C	C	ALB		No Service Available	
Powell, Wyo.	PDY	FL 377	Skyline 4-4222	3	200	C	C	GTF		No Service Available	
Prescott, Ariz.	PRC	BL 155	252	3	200	C	C	DUG		.65	1.20
		FL 377	136	3	200	C	C	DUG		.65	1.20
		NE	4951	3, 6, 9	200	A	A	HUL		No Service Available	
Presque Isle, Me.	PQI	CP		1, 3, 6, 9	200						
Prince Albert, Sask.	YPA	CP 212, 215	7	3	200	C	C	C			
Prince George, B. C.	YXS	CP 214	3213	3, 6, 9	200	C	C	C			
Prince Rupert, B. C.	YPR	PI 640	Enterprise 0500	3	100	C		INT			
Princeton, W. Va.	BLF	AA 115A, 124	Regent 7-1053	3, 5	500	A	A	C	G	.50	1.35
Providence, R. I.	PVD	EA 324, 325, 327, 332	UN 1-9500	19	200	A	A	C		.50	1.35
		FT 375	ELnhurst 1-8500							.50	1.35
		NA 470A, B	Regent 9-1405	9	200	A	A	C		.50	1.35
		NE 485	Union 1-3300	3	200	A	A	C		.50	1.35
Providence, N.H.T.	YPV	CP		1, 3, 6, 9	200						
		UA	Regent 7-7400	6, 5	400	A	A	C		.50	1.35
Provo, Utah	PVU	DL 155	FRanklin 3-7077	3	200	C	C	DEN		No Service Available	
Pueblo, Colo.	PUB	CO 300	WHitney 8-3316	9, 3	200	C	A	DEN	G	.40	1.00
		FL 377	WHitney 8-3323	3	200	C	A	DEN		.40	1.00
Pullman, Wash.	PUM	WC 850B	Pullman 1-3761	3	150	C	A	SEG		No Service Available	
Quebec City, Que.	YQB	TC		22	200	C	C	C		.75	1.00
Quenel, B. C.	YQZ	CP 212	50	3	200	C	C	C			
Quincy, Ill.	UIN	BN 160	TU 5-3252	3	200	C	C	STL		.75	1.75
		OZ 515	Baldwin 2-3442	3	200	C	C	STL		.75	1.75
Raleigh, N. C.	ROU	CA 244	TEmpie 2-3876	3, 22	150	C	A	C	J	.70	1.50
		EA 324, 325, 327, 330	Vance 8-5721	4, 8, 19	200	C	A	C		.70	1.50
		PI	TEmpie 2-5160	3	100	C	A	C	G	.70	1.50
Rapid City, S. D.	RAP	WA 860	Fillmore 2-7110	3, 9	200	C	A	DEN		1.00	1.00
Rawlins, Wyo.	RWL	FL 377	East 4-4571	3	200	C	C	DEN		No Service Available	
Reading, Pa.	RDG	EA 325, 327, 332, 335	Reading 4-8336	3	200	A	C	PHL		.45	1.35
		CA 242	4-4947	3	150	A	C	PHL		.45	1.35
		TW 815	FRanklin 6-7353	19	400	A	C	PHL		.45	1.35
Red Bluff, Calif.	RBL	PC	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
Redding, Calif.	RDD	PC 516	CHestnut 3-1211	3, 19	200	C	C	ACV		No Service Available	
Redmond, Ore.	RDH	UA 835	260	9	200	A	C	PDX		No Service Available	
Regina, Sask.	YQR	TC 770	LA-2-5622	13, 3, 22	200	C	C	C		.50	1.00
Rehoboth Beach, Del.	REH	AL (Service Suspended)									
Reo, Nev.	RNO	BL 155	Fairview 9-0001	3	200	C	C	SFO	G	.50	1.25
		UA	Fairview 9-0211	9, 5, 6	400	C	C	SFO		.50	1.25
		WA 860	Fairview 3-1801	6	200	C	C	SFO		.50	1.25
Rhineland, Wis.	RHI	NO 475	Forest 2-5890	3	200	C					
Richland, Wash.	PSC	See Pasco Wash.									
Richmond, Ind.	RID	LC	CEntral 4-1121	3	200						
Richmond, Va.	RIC	AA 105, 120, 126	FAirfield 2872	9	250	A	A	C	G	.45	1.25
		AX (Service Suspended)									
		CA 240, 242, 244	7-8408	22, 4	150	A	A	C		.45	1.25
		EA 324, 325, 327	FAirfield 4105	9, 8, 19	200	A	A	C		.45	1.25
		NA 470A, B	REpublic 7-4186	9	220	A	A	C		.45	1.25
		PI	RE 7-4101	3	100	A	A	C	G	.45	1.25
		RD (Service Suspended)									
Rimouski, P.Q.	YRW	QBA		3	400						
Riverside, Calif.	JRD	BL 155	Overland 9-6221	3	200	C		LAX		No Service Available	
Riverston, Wyo.	RIW	FL 377	ULster 6-3552	3	200	C	C	DEN		No Service Available	
Ronoke, Va.	ROA	AA 105, 126	EMpire 6-3455	9	250	A	A	RIC	G	.45	1.00
		EA 327, 333, 336	6-0351	19	200	A	A	RIC		.45	1.00
		PI 640	EMpire 6-0381	19	100	A	A	RIC		.45	1.00
Rochester, Minn.	RST	BN 160, 161A, 162A	AT 94591	9, 3	200	C	A	C	G	.35	.85
		NW 510	ATLAS 2-1709	4	200	C	A	C		.35	.85
		OZ 515	3333	3	200	C	A	C		.35	.85
		WA 860	ATLAS 2-2736	9	200	C	A	C		.35	.85
Rochester, N. Y.	ROC	AA 110, 114E	GEessee 8-0364	9, 5	500	A	C	AC	G	.50	1.10
		CA 240, 242, 244, 244A	GEessee 5142	3, 4, 8, 22	250	A	C	AC		.50	1.10
		FT 375	Baker 5-1473							.50	1.10
		MO 460	Genee 1602	9, 3	200	A	C	AC		.50	1.10
		OZ	5-0661	3	200					.75	1.75
Rockford, Ill.	RFD	See Moline, Ill.									
Rock Island, Ill.		NE	804	3	200	C				No Service Available	
Rock Springs, Wyo.	RKS	FL 377	EMpire 2-8522	3	200	C	C	DEN		.50	1.00
Rocky Mount, N. C.	RMT	CA 244	2-2144	3	150	C	C	ROU		.50	1.50
Rome, Ga.	RMG	EA 330	2-1521	19	200	A	A	ATL		.40	1.50
Rome, N. Y.	UCA	See Utica N. Y.									
Rosburg, Ore.	RBG	WC 850A	ORchard 3-3231	3	150	A	A	OTH		No Service Available	
Roswell, N. M.	ROW	CO 300	MA-2-7432	3	200	C	C	ELP		.35	.75
Ross Bay, Lab.	YRF	QBA		3	400						
Revyn, Que.	YUY	TC	ENT 460	22	200	C	C	C		.75	1.00
Rupert, Ida.	BYI	WC 850A		3	150	A	A	GFT		No Service Available	
Rutherford, N. J.	RTF	NY	Prospect 3-6990	20	200			LGA		No Service Available	
Rutland, Vt.	RUT	EA 325, 327, 332, 335	GLadstone 6-6406	3	200	C	C	STV		No Service Available	
Sacramento, Calif.	SAC	PC	GLadstone 6-6406	19, 3	200	A	C	SFO	G	.60	1.35
		UA	GLadstone 6-7861	9, 5, 6	400	A	C	SFO		.60	1.35
Safford, Ariz.	SAD	FL 377	1004	3	200	C	C	DUG		No Service Available	
Saginaw, Mich.	SBS	CA 240	OXbow 5-6371	3, 22, 4	250	C	C	C		.70	1.45
Sagehen, Que.	YBG	TC 770		22	200					No Service Available	
Saint John, N. B.	YSJ	TC 770	3-1231	22	200	C	C	C		.50	1.00
St. John's, Nfld.	YJT	TC	2370	13, 22	200	C	C	C		.50	1.00
St. Joseph, Mo.	STJ	BN 160, 161A	2-6066	3	200	C	C	C		.50	1.00
St. Louis, Mo.	STL	AA 105C, 110, 122, 8135	Parkview 5-5510	9, 5, 10, 15	7000	A	A	C	G	.60	1.60
		BN 160, 161A	PE-1-2243	9, 3	200	A	A	C		.60	1.60
		CN 255	PErshing 1-2231	9	200	A	A	C		.60	1.60
		DL 312, 8285	PE-1-2194	9, 5, 10, 1-A	6000	A	A	C		.60	1.60

Minimum Delivery	U.S.A. AND CANADIAN CITY DIRECTORY											
	CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
1.55	St. Louis Cont.		EA 319D, 330.	PE-1-0510	7, 9, 19, 10	200	A	A	C		.60	1.60
1.55			OZ 515	PERshing 1-0390-3	3	200	A	A	C		.60	1.60
1.55			TW 815, 818, 8705	GENeva 6-4000	8, 7, 19, 2	3000	A	A	C		.50	1.50
1.55	St. Paul, Minn.	MSP	BN 160, 161A, 162A	Call MSP	9, 3, 5	500	C	A	C		.50	1.15
1.55			CA 240, 8210	Parkway 1-1831	25	150	C	A	C		.50	1.15
1.55			FT 375	Parkway 1-3311	1	6000	C	A	C		.50	1.15
1.55			NO 475		3	200	C	A	C		.50	1.15
1.55			NW 510, 512	Parkway 1-3367	11, 2, 4, 6, 10	2000	C	A	C		.50	1.15
1.55			WA 860, 862	Ext. 204	9, 3, 6	200	C	A	C		.50	1.15
1.55	St. Petersburg, Fla.	PIE	EA 319C, D, 320, 325, 330.	HE-6-8100	4, 6, 7, 9	200	C	C	AC	G	.65	1.30
1.55			NA 470A, C	HEmlock 5-2161	9, 6, 17	200	A	C	AC		.65	1.30
1.55			NE Served Through Tampa	TAmpe 7-8492	6	200	A	C	AC			
1.55			NW		10	200						
1.55			RD 670	Tampa 71-2261	1	6000	A	C	AC		.90	1.10
1.55			TC 778	5-7611	(Served Through Tampa)							
1.55	Salem, Ore.	SLE	UA 835	Empire 2-2441	9	300	C	A	PDX	G	.50	1.00
1.55	Salina, Kan.	SLN	CO 300	TA-7-5553	3	200	C	A	MKC	G	.35	1.00
1.55	Salinas, Calif.	SHS	UA 635	HArrison 4-7686	9	200	C	A	SFO		No Service Available	
1.55	Salisbury, Md.	SBY	AL 90	3158	3	150	C				.50	1.25
1.55	Salt Lake City, Utah	SLC	BL 155	Davis 8-8656	3	200	A	C	DEN	G	.40	1.10
1.55			FL	Empire 4-796	3	200	A	C	DEN		.40	1.10
1.55			UA 830	Davis 22-5571	3, 5, 6	400	A	C	DEN		.40	1.10
1.55			WA 860, 862	ELgin 5-7561	9, 6	200	A	C	DEN		.40	1.10
1.55	San Angelo, Tex.	SJT	CO 300	7196	3, 3	200	C	C	SAT		.50	1.10
1.55			TT 800	8193	3	150	C	C	SAT		.50	1.10
1.55	San Antonio, Tex.	SAT	AA 113A, 122, 8135	Taylor 4-1401	5, 15	6000	A	A	C	G	.45	1.10
1.55			St. 158, 160, 161A	TA 2-3351	3, 3, 10, 5	500	A	A	C		.45	1.10
1.55			CO 300	TA 6-3591	3, 5, 6	403	A	A	C		.45	1.10
1.55			EA 327	TA 6-3230	9, 7, 8, 10, 19	200	A	A	C		.45	1.10
1.55			TT 800	TA 6-6301	3	150	A	A	C		.45	1.10
1.55	San Benito, Tex.	HRL	TT 800	GA 3-4200	3	150	C		DAL		No Service Available	
1.55	San Bernardino, Calif.	JSB	LX 430		20	200	C		LAX		No Service Available	
1.55		ONT	WA 860	YUkon 6-1119	9, 6	200	C		LAX		No Service Available	
1.55	San Diego, Calif.	SAN	AA 105, 110, 112, 113, 113A, B	CYpress 6-6128	5, 10	600	C	A	AC	G	.65	1.50
1.55			BL 155	CYpress 6-6144	3	400	C	A	AC		.65	1.50
1.55			FT 375	CYpress 6-6273	3	6000	C	A	AC		.65	1.50
1.55			UA 830, 835	Belmont 4-7171	9, 5, 6, 10	400	C	A	AC		.65	1.50
1.55			WA 860	CYpress 8-1161	9, 6	200	C	A	AC		.65	1.50
1.55	Sandspit, B. C.	YZP	CP 214		3	200						
1.55	San Francisco, Calif.	SFO	AA 103, 103A, 1043, C; 105B, 110, 112, 113, 113A, B; 120, 128, 8135	YUkon 2-4620	5, 15, 10	6000	A	A	AC	G	.65	1.45
1.55			FL 375, 8330	Piaza 5-4723	1, 15, 23	10000	A	A	AC		.65	1.45
1.55			JT 387A	JUno 3-3612	6	600	A	A	AC			
1.55			PA 550, 560, 570, 572, 575, 590	EX 7-1414	11, 6, 10, 2	600	A	A	AC			
1.55			PC 516	PLaza 5-9200	3, 19	200	A	A	AC		.65	1.45
1.55			TW 815, 818, 8705	YUkon 2-5800	2, 8, 7	3000	A	A	AC		.65	1.45
1.55			UA 828, 830, 835, 8735	Juno 8-2424								
1.55			WA 860, 862	Juno 8-1443	9, 5, 15, 6, 10	6000	A	A	AC		.65	1.45
1.55				Piaza 6-0677	6	200	A	A	AC		.65	1.45
1.55	San Jose, Calif.	SJC	PC 516	CYpress 5-5408	3, 19	200	C	C	SFO		1.00	2.00
1.55	San Juan, Puerto Rico	SJU	DL 312	9-0045	9	200		A	AC			
1.55			EA 325, 330	9-0020	4, 10, 7	200	C	A	AC			
1.55			PA 573, 575, 591B, C, 605B	2-5000	2, 6, 10	6000	C	A	AC			
1.55			RD 670, 8570	9-0360	1, 2	6030	C	A	AC			
1.55			TRC	SAn Juan 9-0037	4, 6, 2	1102	C	A	AC		.65	1.35
1.55	San Louis Obispo, Calif.	SBP	PC 516	Enterprise 1-1513							No Service Available	
1.55	Santa Barbara, Calif.	SBA	PC 516	Woodland 8-5121	19	200		C	LAX		No Service Available	
1.55			UA 835	Woodland 7-1255	3	200	A	A	LAX		No Service Available	
1.55	Santa Ana, Calif.	SNA	BL 155	Kimberly 5-1146	3	200	C	C	LAX		.50	1.25
1.55		JSA	LX 430		20	200	C	C	LAX			
1.55	Santa Clara, Calif.	SJC	See San Jose Calif.									
1.55	Santa Cruz, Calif.	WVI	SW (Service Suspended)									
1.55	Santa Fe, N. M.	SAF	CO 300	3-6397	9, 3	200	C	C	ELP	G	1.05	1.10
1.55			TW 315	3-6671	19	250	C	C	ELP		1.05	1.10
1.55	Santa Maria, Calif.	SMX	PC	WAlnut 5-2541	3	200	C	C	LAX		No Service Available	
1.55			LX 430		20	200	C		LAX			
1.55	Santa Monica, Calif.	SMD	PC	Liberty 2-7095	3, 19	200	C	C	SFO		No Service Available	
1.55	Santa Rosa, Calif.	STS	EA 325, 327, 332, 335	2052	19	200	C	C	SFO		No Service Available	
1.55	Sarasota Lake, N. Y.	SLK	NA 470A, C	ELgin 5-5131	9, 6, 17	200	A	C	TPA		.50	1.00
1.55	Sarasota, Fla.	SRQ	TC 770	8224	1, 3, 6, 9	200	C	C	AC	G	.50	1.00
1.55	Saskatoon, Sask.	YXE	CA 244A	MElrose 2-3371	3, 4	250	C	C	C		.35	.75
1.55	Sault Ste. Marie, Mich.	INR	TC	ALgoma 6-5666	22	300	A	A	C	G	.55	1.20
1.55	Sault Ste. Marie, Ont.	INR	DL 309, 310, 3143, C	AD 3-0267	9, 3	200	A	A	C		.55	1.20
1.55	Savannah, Ga.	SAV	EA 325, 333	AD-3-0211	19	200	A	A	C		.55	1.20
1.55			NA 470A, B	Adams 6-8234	9	200	C	C	DEN		.50	1.00
1.55			UA 830	Scottsbluff 2500	9	200	C	C	DEN		.50	1.00
1.55			WA 860	1234	3	400						
1.55	Scottsbluff, Neb.	SCT	QBA		3							
1.55	Schefferville, P. E.	YKL	See Wilkes-Barre Pa.									
1.55	Scranton, Pa.	AVP	AS 70A	CHerry 2-0600	4, 6	1000	C	C	AC	G	.50	1.50
1.55	Seattle, Wash.	SEA	PA 550, 560, 570, 572, 8540	CHerry 4500	4, 6, 10, 15A, 4	2000	C	C	AC		.50	1.50
1.55	(Seattle Tacoma)		PH 520, 522	SE 2121	11, 21, 10	3000	C	C	AC		.50	1.50
1.55			TC 770	CHerry 3-1079	4, 8, 16		C	C	AC		.50	1.50
1.55			UA 830, 835, 836	CHerry 2211	3	200	C	C	AC		.50	1.50
1.55			WA 860, 862	Mutual 3720	9, 5, 6, 10	400	C	C	AC		.50	1.50
1.55			FT 375, 8330	CHerry 5800	6	200	C	C	AC		.50	1.50
1.55	Seattle, Wash (Boeing Field)	BFI	DL 309	PArkway 3-5916	1, 18	10000	C	C	AC		.50	1.50
1.55			TC 770	PArkway 5-5500	3	150	C	C	AC		.50	1.50
1.55	Selma, Ala.	SES	EA 324, 326	4-7581	3	200	C	C	ATL		.45	.90
1.55	Seven Islands, Que.	YZV	WA 860	EV-3-5521	22	200	C	A	C		No Service Available	
1.55	Sheffield, Ala.	MSL	CN 255	381	9	200	C	C	BHM		.35	.75
1.55	Sherridon, Wyo.	SHR	BN 160, 161	TWinbrook 2-4323	3	200	C	C	GTF		.50	1.00
1.55	Sherman, Tex.	SWI	TT 800	6-7451	9, 3	200	C	A	DAL		.50	1.10
1.55	Shreveport, La.	SHV	DL 309, 312, 3143	6-1831	9, 3, 8, 19	3000	C	A	DAL		.50	1.10
1.55			FL 377	6-4571	3	150	C	A	DAL		.50	1.10
1.55	Sidney, Mont.	SDY	FL 377	898	3	200	C	A	GTF		No Service Available	
1.55	Silver City, N. M.	SVC	BN 160, 161A	0807	3	200	C	A	DUG		No Service Available	
1.55	Sion City, Iowa	SUX	NO 475	8-5553	9, 3	200	A	C	OMA		.45	.95
1.55			OZ 515	5-6308	3	200	A	C	OMA		.55	1.10
1.55	Sioux Falls, S. D.	SFD	3N 160, 161A	4-6051	9, 3	200	C	C	MSP	G	.55	1.10
1.55			NO 475	4-4994	9, 6	200	A	C	MSP		.55	1.10
1.55			WA 860, 862		1, 3, 6, 9	200						
1.55	Smithers, B.C.	YYD	CP		3						No Service Available	
1.55	Snyder, Tex.	SNK	CO 300	3-3711	3	200	C	C	DAL		No Service Available	
1.55	South Bend, Ind.	SBN	FT 375	ATlantic 8-4441	Served Through Chicago					G	.55	1.20
1.55			LC 400	Central 4-4172	3	200	A	A	CHI			
1.55			NO 475	Central 3-1101	3	250	A	A	CHI		.55	1.20
1.55			TW 815	Central 2-1414	19	250	A	A	CHI		.55	1.20
1.55			UA 830	Central 2-1401	9	300	A	A	CHI		.55	1.20
1.55	Southern Pines, N. C.	SOP	PI 640	2-8941	3	100	C	C	ROU		1.00	1.00

U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Spartanburg, S. C.	SPA	DL 310..... EA 327, 336..... SO 730.....	7131..... 3-4571..... 3-5532.....	3..... 19..... 3.....	200..... 200..... 100.....	A..... A..... A.....	A..... A..... A.....	ATL..... ATL..... ATL.....	..... ..... .....	.45..... .45..... .45.....	1.10..... 1.10..... 1.10.....
Spokane, S. D.	SPF	WA 860.....	57.....	3.....	200.....	C.....	.....	GTF.....	.....	No Service Available	.....
Spokane, Wash.	GEG	KW..... UA..... WC 850A.....	MADison 4-3213..... TEmple 8-8222..... RI 7-7114.....	11, 4, 6, 10..... 9, 5, 6..... 3.....	300..... 300..... 150.....	A..... A..... A.....	A..... A..... A.....	C..... C..... C.....	G..... ..... .....	.60..... .60..... .60.....	1.60..... 1.60..... 1.60.....
Springfield, Ill.	SPI	AA 110..... OZ 515.....	8-3464..... 8-9677.....	9..... 3.....	250..... 200.....	C..... C.....	..... .....	C..... C.....	G..... .....	.40..... .40.....	1.10..... 1.10.....
Springfield, Mass. (Bradley Field)	BDL	AA 110, 115B, 124..... EA 324, 325, 327..... FT..... NE..... UA 830..... MO 460.....	REpublic 7-3774..... RE-2-6275..... Served Through Hartford..... REpublic 4-5675..... National 3-4418..... REpublic 9-3851..... REpublic 7-0107.....	..... ..... ..... ..... ..... 5, 9, 10, 15..... 3.....	..... ..... ..... ..... ..... 4000..... 200.....	..... ..... ..... ..... ..... A..... A.....	..... ..... ..... ..... ..... C..... C.....	..... ..... ..... ..... ..... ..... C.....	G..... ..... ..... ..... ..... ..... .....	.55..... .55..... .55..... .55..... .55..... .55..... .55.....	1.10..... 1.10..... 1.10..... 1.10..... 1.10..... 1.10..... 1.10.....
Springfield, Mass. (Barnes Field)	BAF	AA 110..... DL 312..... OZ 515.....	4-1871..... 4-7353..... 4-6861.....	9..... 9, 3..... 3.....	250..... 200..... 200.....	A..... A..... A.....	C..... C..... C.....	MKC..... MKC..... MKC.....	G..... ..... .....	.40..... .40..... .40.....	1.10..... 1.10..... 1.10.....
Springfield, Mo.	SGF	LC 400..... NY..... See Phillipsburg, Pa.	ENTERprise 5-6408..... DAvis 3-8785.....	..... ..... Served Through Dayton 20.....	..... ..... 200.....	..... ..... .....	..... ..... .....	LGA.....	.....	No Service Available	.....
Stanton, Pa.	STN	TC 770.....	5132.....	13.....	200.....	C.....	C.....	AC.....	.....	.35.....	.75.....
Stevens Point, Wis.	STE	NO 475.....	2510.....	3.....	200.....	C.....	.....	.....	.....	No Service Available	.....
Stillwater, Ohio	SWE	CN 255.....	2647.....	3.....	200.....	C.....	C.....	DAL.....	.....	No Service Available	.....
Stockton, Calif.	SKC	PC 516..... UA 835..... RD 670, 8570.....	HOward 4-2440..... HOward 6-9755..... 933.....	3..... 9..... 1.....	200..... 300..... 6000.....	C..... C..... A.....	C..... C..... C.....	SFO..... SFO..... MEM.....	G..... ..... .....	.80..... .80..... No Service Available	1.85..... 1.85.....
Stuart, Fla.	SUA	TT 800.....	WA 2-6200.....	3.....	150.....	C.....	C.....	MEM.....	.....	No Service Available	.....
Stuttgart, Ark.	SGT	TC.....	OSborne 4-4248.....	22.....	200.....	C.....	C.....	C.....	.....	.50.....	1.00.....
Sudbury, Ont.	YSB	CO 300.....	BE 4-3567.....	3.....	200.....	C.....	C.....	DAL.....	.....	.35.....	.75.....
Sweetwater, Tex.	SWW	TC 770.....	2945.....	3.....	200.....	C.....	C.....	C.....	.....	.70.....	.75.....
Swift Current, Sask.	YYN	TC 770.....	4546.....	13, 22.....	200.....	C.....	C.....	C.....	.....	.50.....	1.00.....
Sydney, N. S.	YQY	AA 110, 114E.....	GLenview 4-2423.....	9, 5.....	500.....	C.....	C.....	C.....	G.....	.45.....	1.25.....
Syracuse, N. Y.	SYR	EA 325, 327, 332, 335..... MO 460.....	..... 54-3251.....	8, 19..... 9, 3.....	200..... 200.....	C..... C.....	C..... C.....	C..... C.....	..... .....	.45..... .45.....	1.25..... 1.25.....
Tacoma, Wash.	SEA	See Seattle Wash.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tallahassee, Fla.	TLH	EA 320, 325, 330..... NA 470B, 3.....	3-2800..... 2-4410.....	19, 9..... 9, 17.....	200..... 200.....	A..... A.....	A..... A.....	PFN..... PFN.....	G..... .....	.50..... .50.....	1.50..... 1.50.....
Tampa, Fla.	TPA	EA 322, 326, 330, 330A, 336..... NA 470A, C..... NE..... NW..... RD 670, 8570..... TC 778..... ASA 130, 8060.....	7-5341..... REDwood 6-9833..... RE 6-2987..... REDwood 6-1351..... ENTERprise 5-7611..... HE-5-2151.....	4, 8, 16, 7, 19, 9..... 9, 5, 6, 17..... 6..... 10..... 1..... 13, 7..... 1.....	200..... 400..... 200..... 200..... 6000..... 200..... 200.....	A..... A..... A..... A..... A..... A..... A.....	A..... A..... A..... A..... A..... A..... A.....	AC..... AC..... AC..... AC..... AC..... AC..... AC.....	..... ..... ..... ..... ..... ..... .....	.65..... .65..... .65..... .65..... .65..... .65..... .65.....	1.30..... 1.30..... 1.30..... 1.30..... 1.30..... 1.30..... 1.30.....
Tempe, Tex.	TPL	CO 300..... TT 800.....	PR 3-5222..... PR 8-2777.....	3..... 3.....	200..... 150.....	C..... C.....	C..... C.....	SAT..... SAT.....	G..... .....	.55..... .55.....	1.35..... 1.35.....
Terrace, B. C.	YXT	CP 212, 214.....	152.....	3.....	200.....	C.....	.....	.....	.....	.....	.....
Terre Haute, Ind.	HUF	LC 400..... TW 815.....	L-6159..... Lincoln 1234.....	3..... 19.....	200..... 250.....	A..... A.....	C..... C.....	EVV..... EVV.....	..... .....	No Service Available No Service Available	..........
Teterboro, N. J.	TEB	NY.....	.....	19.....	200.....	.....	.....	LGA.....	.....	.50.....	1.10.....
Texasark, Ark.	TXK	BN 160..... TT 800.....	2-6562..... 2-4517.....	3..... 3.....	200..... 200.....	C..... C.....	C..... C.....	DAL..... DAL.....	..... .....	.50..... .50.....	1.10..... 1.10.....
Thief River Falls, Minn.	TVF	NO 475.....	78.....	3.....	200.....	C.....	C.....	.....	.....	.50.....	1.25.....
Timmins, Ont.	YTS	TC.....	1440.....	22.....	150.....	C.....	C.....	C.....	G.....	.45.....	1.50.....
Toledo, Ohio	TOL	CA 240, 244A..... DL 312, 314B..... EA 327, 335..... FT 375..... LC..... TW 815, 815A..... UA.....	HOLLand HU 7-2121..... HOLLand 7-2369..... HOLLand 7-2311..... Cherry 4-4276..... UN (Holland) 5-2358..... Cherry 4-8343..... HOLLand 7-2347.....	3..... 9, 8..... Served Through Detroit Mich. 3..... 3, 19..... 9, 6.....	200..... 200..... 200..... 250..... 400.....	C..... C..... C..... C..... C.....	A..... A..... A..... A..... A.....	C..... C..... C..... C..... C.....	..... ..... ..... ..... .....	.45..... .45..... .45..... .45..... .45.....	1.50..... 1.50..... 1.50..... 1.50..... 1.50.....
Tonopah, Nev.	TPH	BL 155.....	742.....	3.....	200.....	C.....	A.....	SFO.....	.....	No Service Available	.....
Topeka, Kan.	TOP	CO 300..... CN 255..... AA 110, 112B.....	CENtral 3-2307..... CENtral 3-9671..... EMpire 8-4365.....	3..... 3..... 9, 5.....	200..... 200..... 500.....	A..... A..... A.....	A..... A..... A.....	MKC..... MKC..... AC.....	G..... G..... AC.....	.40..... .40..... .55.....	1.25..... 1.25..... 1.25.....
Toronto, Ont.	YYZ	TC..... CP 210..... CA 244A.....	EMpire 6-9471..... 1388..... Windsor 7-5955.....	12, 13, 7, 22..... 9..... 3, 4.....	500..... 200..... 150.....	A..... C..... A.....	A..... C..... A.....	AC..... AC..... MKG.....	..... ..... PHL.....	.45..... No Service Available .55.....	1.25..... 1.10.....
Traverse City, Mich.	TVC	AL 90.....	TUXedo 2-4100.....	3.....	150.....	C.....	A.....	.....	.....	.55.....	1.10.....
Trenton, N. J.	TTN	NY 472A (Service Suspended)..... CO-(Service Suspended).....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....
Trinidad, Colo.	TAD	AA 105, 110, 112, 112A, 113..... 113A, B.....	..... MAIN 3-4911.....	5, 10.....	600.....	A.....	A.....	DUG.....	G.....	.78.....	1.50.....
Tucson, Ariz.	TUS	FL 377..... TW 815.....	..... MAIN 3-0671.....	..... 8.....	200..... 250.....	A..... A.....	A..... A.....	DUG..... DUG.....	..... G.....	.78..... .78.....	1.50..... 1.50.....
Tulsa, Okla.	TUL	AA 105, 110, 112, 122..... BN 160, 161, 161A, 162A..... CO 300..... CN 255..... TW 815.....	TEmple 8-3361..... TEmple 5-1561..... TEmple 5-7677..... TEmple 5-9521..... LUTher 4-6127.....	9, 5, 10..... 9, 3..... 3..... 8.....	200..... 200..... 200..... 250.....	A..... A..... A..... A.....	A..... A..... A..... A.....	MKC..... MKC..... MKC..... MKC.....	..... ..... ..... .....	.50..... .50..... .50..... .50.....	1.25..... 1.25..... 1.25..... 1.25.....
Tupelo, Miss.	TUP	SO 730.....	Vinewood 2-2055.....	3.....	100.....	C.....	.....	.....	.....	.60.....	1.20.....
Tuscaloosa, Ala.	TCL	SO 730.....	PL 2-3541.....	3.....	100.....	.....	.....	.....	.....	.50.....	1.00.....
Tusculum, Ala.	MSL	See Sheffield Ala.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Twin Falls, Idaho	TWF	UA 830..... WC..... TT 800..... PC 516.....	Twin Falls 2700..... 2720..... 4-9379..... Homestead 2-3742.....	9..... 3..... 3..... 1, 3.....	150..... 150..... 200..... 500.....	C..... C..... C.....	C..... C..... C..... C.....	GEG..... GEG..... GEG..... C.....	..... ..... ..... .....	.50..... .50..... .50..... No Service Available	1.00..... 1.00..... 1.35.....
Tyler, Tex.	TYR	CP 216.....	CPA.....	.....	.....	.....	.....	.....	.....	.....	.....
Ukiah, Calif.	UKI	See Champaign Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union City, Sask.	YBE	MO 460.....	6-9375.....	9, 3.....	200.....	C.....	C.....	C.....	G.....	.75.....	1.10.....
Urbana, Ill.	CML	TC.....	CHerry 2-4868.....	22.....	200.....	C.....	C.....	C.....	.....	.75.....	1.00.....
Utica, N. Y.	UCA	NA 470B, C.....	CH 2-8945.....	17.....	100.....	C.....	C.....	JAX.....	.....	No Service Available	.....
Val d'Or, Que.	VVO	SO.....	82.....	3.....	200.....	C.....	C.....	JAX.....	.....	.60.....	1.35.....
Valdosta, Ga.	VLD	FL.....	TALlow 6301.....	12, 13, 3, 7, 22.....	500.....	C.....	C.....	OMA.....	.....	No Service Available	.....
Valentine, Neb.	VTH	TC 770, 8720.....	DUPont 2177.....	9, 10, 6.....	300.....	C.....	C.....	C.....	.....	.35.....	.85.....
Vancouver, B. C.	YVR	UA 830, 835..... CP 204, 205, 210, 212, 214.....	Crestwood 8-1211.....	3, 6, 9.....	500.....	C.....	C.....	C.....	.....	.25.....	.60.....
Ventura, Calif.	OXR	See Oxnard Calif.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vernal, Utah	VEL	FL 377.....	480-W.....	3.....	200.....	C.....	A.....	DEN.....	.....	No Service Available	.....
Vero Beach, Fla.	VRB	EA 320, 325, 330, 333.....	2344.....	19.....	200.....	A.....	A.....	PBI.....	.....	.35.....	.75.....
Vicksburg, Miss.	VKS	SO 730.....	550.....	3.....	100.....	C.....	.....	.....	.....	.75.....	1.50.....
Victoria, B. C.	YYJ	TC 770.....	2-5147.....	3.....	200.....	C.....	C.....	C.....	.....	.35.....	.75.....
Victoria, Tex.	AOE	TT 800.....	HI 5-2341.....	3.....	150.....	C.....	.....	SAT.....	.....	No Service Available	.....
Virginia Beach, Va.	.....	PI.....	ENTERprise 1-27.....	9.....	200.....	C.....	C.....	LAX.....	.....	No Service Available	.....
Vista, Calif.	VIS	UA 835.....	REDwood 4-9293.....	3.....	200.....	C.....	C.....	DAL.....	G.....	.55.....	1.25.....
Waco, Tex.	ACT	BN 158, 160, 161..... CO 300..... TT 800.....	PL 4-3561..... PLYmouth 4-4618..... 3-5379.....	9, 3..... 3..... 3.....	200..... 200..... 150.....	C..... C..... C.....	A..... A..... A.....	DAL..... DAL..... DAL.....	..... ..... .....	.55..... .55..... .55.....	1.25..... 1.25..... 1.25.....
Walla Walla, Wash.	ALW	UA 830, 835..... WC 850A.....	Walla Walla 3800..... 4520.....	9..... 3.....	200..... 150.....	A..... A.....	A..... A.....	GEG..... GEG.....	..... .....	.75..... .75.....	1.35..... 1.35.....
Warren, Ohio	.....	Served Through Youngstown, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warwick, Va.	PHF	See Newport News	.....	.....	.....	.....	.....	.....	.....	.....	.....

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
All shipments, except when prepaid.....	Baker, Oregon.....	West Coast..	.....
All shipments.....	Greenwood, Mass.....	Delta.....	.....
Baby chicks.....	All points.....	Northeast...	Applies to air freight only. Expires April 15, 1959.
Chinchillas.....	All points.....	Frontier....	Applies to Air Freight only; does not apply to Air Express.
Dogs.....	All Points.....	Bonanza.....	Applies to Air Express and Air Freight (Dogs will be carried as excess baggage only).
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	.....
Live Animals.....	All Points.....	Trans. Texas	TTA applies to excess baggage and Air Express, effective June 1, thru October 1.
Live Animals.....	Through Chicago.....	Ozark.....	.....
Live Animals, Including poultry and tropical fish.....	All points.....	West Coast..	Applies to Air Express and Air Freight from November 1 until March 1, 1959.
Monkeys.....	All Points.....	AA.....	October Thru May.....
Monkeys, Apes, Orangoutangs.....	All points except Binghamton, Boston, Chicago, Cleveland, Detroit, Hartford (Outbound only), Los Angeles, New York, Portland, San Diego, San Francisco, Seattle.....	Flying Tiger	Accepted only when advance arrangements are made to deliver to origin airport and pickup at destination airport.
Poultry.....	All points.....	Ozark.....	Applies to Air Express and Air Freight.
Turkey Poults.....	All points except Binghamton, Boston, Chicago, Cleveland, Detroit, Hartford, (Outbound only), Los Angeles, New York, Portland, San Diego, San Francisco, Seattle.	Flying Tigers	Accepted only when advance arrangements are made to deliver to origin airport and pickup at destination airport.
Watches and jewelry.....	All points only when consigned for Lima, Peru...	Braniff.....	.....
Rodents.....	All points.....	Pacific.....	Applies to Air Freight and Air Express.
Tropical Fish.....	All points.....	Western.....	Applies December 1 thru March 31..

EXPLANATION OF CODES AND SYMBOLS

	U.S. AIRCRAFT	SYMBOL	FOREIGN AIRCRAFT	SYMBOL
X -Daily	Boeing Stratocruiser (1949).....	:	Avro York (1944).....	Y
* -Weekdays (Monday through Saturday)	Convair 240 (1947).....		Brequet 763 Deux-Pons/Provence (1953).	
① -Monday	Convair 340 (1952).....		Bristol Britannia (1957).....	⊙
② -Tuesday	Convair 440 Metropolitan (1956).....		Bristol 170/Wayfarer (1946).....	
③ -Wednesday	Curtiss Commando C-46 (1941).....	†	Canadair IV, North Star/Argonaut (1947)	
④ -Thursday	Douglas DC-3/Dakota/C-47 (1936).....	♦	De Havilland Ambassador/Elizabethan (1952).....	AA
⑤ -Friday	Douglas DC-4/Skymaster/C-54 (1939).....	⊙	De Havilland Beaver (1951).....	DV
⑥ -Saturday	Douglas DC-6 (1947).....	▲	De Havilland Dove (1946).....	
⑦ -Sunday	Douglas DC-6B (1952).....	▲	De Havilland Dragon Rapide/DH89/	
Ex-Except	Douglas DC-7 (1953).....	⊙	Dominie (1935).....	DR
P -Combination Passenger/Cargo	Douglas DC-7B (1955).....	⊙	De Havilland Drover (1951).....	DV
Flights with Max. Cargo capacity.	Douglas DC-7C (1956).....	⊙	De Havilland Heron (1952).....	DN
Ar-Arrival	Fairchild F27	⊙	Handley Page Marathon (1952).....	M
Lv-Departure	Lockheed Constellation (1945).....	⊙	Ilyushin IL-12 (1948).....	IL
Ⓐ -Airport	Lockheed Super Constellation (1952).....	⊙	Languedoc (1946).....	
f -Optional Landing (flag stop)	Lockheed Super-C Constellation (1953).....	⊙	LI-2 (Russian Version of DC-3), (1945)	
X -Technical Landing	Lockheed Super-G Constellation (1955).....	⊙	Saab 90A Scandia (1950).....	SB
Ⓢ -Service Temporarily Suspended	Lockheed Lodestar (1940).....	⊙	Short Sealand (1951).....	SE
v.v.-Vice Versa	Martin 2-0-2 (1947).....	⊙	Short Solent (1948).....	SS
+ -No local traffic between designated points	Martin 4-0-4 (1951).....	⊙	SO-30 Bretagne (1950).....	SO
	Sikorsky S-55 (Helicopter) (1953).....	⊙	Sud Est Armagnac.....	MC
			Vickers Viking (1946).....	VK
			Vickers Viscount (1950).....	V

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NETA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

13

CANADAIR NORTH STAR (COMBINATION)

		HEIGHT (IN INCHES)																																		
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60					
WIDTH (IN INCHES)	2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	14	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
	24	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47			
26	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47				
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34																					
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34																					
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34																					
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32																					
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32																					

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

CANADAIR NORTH STAR (ALL-CARGO)

	HEIGHT (IN INCHES)											
	30	40	52	67	88	89	70	71	71½			
1	372	372	312	251	239	227	209	190	166			
2	372	372	290	238	226	215	199	183	158			
3	372	360	269	227	215	205	190	175	151			
4	372	330	255	216	205	196	181	168	146			
5	372	310	243	205	195	189	174	161	143			
6	372	293	231	196	187	181	167	155	140			
7	352	280	220	188	180	174	160	149	122			
8	332	266	210	180	173	167	154	144	104			
9	313	255	201	173	167	162	147	140	96			
10	295	244	192	167	162	155	140	137	91			
11	278	235	185	161	157	150	135	133	88			
12	262	225	179	157	152	145	130	130				
13	249	217	173	152	146	140	124	115				
14	236	208	167	147	141	135	119	107				
15	226	200	162	143	136	130	114	100				
16	216	193	156	138	132	125	109	95				
17	206	186	151	134	128	121	105	89				
18	198	180	147	130	123	117	101					
19	190	174	142	125	119	113	98					
20	183	168	138	122	115	109	94					
21	175	163	134	118	111	105	90					
22	169	158	130	114	107	102						
23	163	153	127	111	104	99						
24	158	148	124	108	101	96						
25	153	144	121	105	98	92						
26	149	139	117	102	95							
27	144	135	114	100								
28	139	131	111	98								
29	135	127	108									
30	132	124	103									
31	128	120	102									
32	124	117	100									
33	121	113										
34	117	110										
35	114	107										

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

	HEIGHT (IN INCHES)					
	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46 (All-Cargo) (SUPER D-46)

Applicable to DL Only

		HEIGHT (SMALLER DIMENSION)								
		8	16	24	32	40	48	56	64	72
WIDTH	14	439	439	439	439	439	439	372	103	103
	22	439	439	439	439	439	439	357	98	98
	30	398	398	398	398	398	398	300	84	84
	38	348	348	348	348	348	348	252	72	72
	46	300	300	300	300	300	300	210	*	*
	54	254	254	254	254	254	254	175	*	*
	62	218	218	218	218	218	218	146	*	*
	70	187	187	187	187	187	187	121	*	*
	78	160	160	160	160	160	160	103	*	*
	86	139	139	139	139	139	139	88	*	*
94	121	121	12	121	121	121	79	*	*	
102	110	110	110	110	110	110	70	*	*	
110	102	102	102	102	102	102	*	*	*	
118	97	97	97	97	97	97	*	*	*	
120	96	96	96	96	96	96	*	*	*	

AIRCRAFT CHARTS

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22											550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24												550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
26													550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
28														550	550	550	550	550	550	550	550	550	550	550	550	550	550
30															550	550	550	550	550	550	550	550	550	550	550	550	550
32																550	550	550	550	550	550	550	550	550	550	550	550
34																	550	550	550	550	550	550	550	550	550	550	550
36																		550	550	550	550	550	550	550	550	550	550
38																			550	550	550	550	550	550	550	550	550
40																				550	550	550	550	550	550	550	550
42																					550	550	550	550	550	550	550
44																						550	550	550	550	550	550
46																							550	550	550	550	550
48																								550	550	550	550
50																									550	550	550
52																										550	550
54																											550
56																											550
58																											550
60																											550
62																											550
64																											550
66																											550

	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	
	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	
	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	
12	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	
	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	
	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
	362	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	
	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	
28	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	
	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	
	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	
34	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111	110	109	
	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109	108	107	
	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108	107	106	
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	116	115	114	113	112	111	110	109	108	107	106	105	
	214	207	199	192	184	175	153	138	132	127	123	120	117	116	115	114	113	112	111	110	109	108	107	106	105	104	
	205	198	191	184	176	168	150	137	131	126	122	119	116	115	114	113	112	111	110	109	108	107	106	105	104	103	
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	113	112	111	110	109	108	107	106	105	104	103	102	
	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	111	110	109	108	106	105	104	103	102	101	100	
	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100	99	98	
50	170	164	159	153	147	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	99	98	
	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	100	99	98	97	
	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100	99	98	97	
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100	99	98	97	96	
	142	138	134	129	127	122	119	116	113	110	108	106	105	104	103	102	101	100	99	99	98	97	96	95	94		
	134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99	98	97	96	95	94	93	92		
62	126	122	119	115	112	110	108	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88	
	122	119	116	113	110	108	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88	87	
	119	116	113	111	109	107	105	104	103	102	101	100	99	98	97	96	95	94	93	92	91	90	89	88	87	86	

AIRCRAFT CHARTS

4

DOUGLAS DC-4

LINE A applies to: CA, KL, PA

LINE B applies to: EA, NW

FIRST DIMENSION (IN INCHES)

LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86											
	B	72											
12	A	86	86	86	86	86							
	B	72	72	65	65	60							
14	A	86	86	86	86	86	86						
	B	72	72	65	65	60	57						
16	A	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55					
18	A	86	86	86	86	86	86	86	86				
	B	65	65	65	65	60	57	55	52				
20	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
22	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50	47		
24	A	86	86	86	86	86	86	86	86	76	71	67	
	B	65	65	65	65	60	57	55	52	50	47	45	
26	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
28	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
30	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
32	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
34	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
36	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
38	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
40	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
42	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
44	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
46	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
48	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
50	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
52	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
54	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
56	A	86											
	B	72											

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

5

DOUGLAS DC-6

LINE A applies to: AA, CO

LINE B applies to: BN, DL, KL, NA, SN, SAS

LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150													
	B	150													
4	A	150	150												
	B	150	150												
6	A	150	150	150											
	B	150	150	150											
8	A	150	150	150	150										
	B	150	149	149	149										
10	A	150	150	150	150	150									
	B	150	143	140	137	133									
12	A	150	150	150	150	150	146								
	B	150	138	133	128	124	122								
14	A	150	150	150	150	150	146	131							
	B	144	131	124	119	118	116	114							
16	A	150	150	150	150	150	146	127	118						
	B	131	122	117	115	112	109	108	108						
17	A	150	150	150	150	150	136	123	116	107					
	B	120	115	107	107	106	105	104	104	104					
18	A	150	150	150	150	135	123	121	111	105					
	B	112	107	105	103	102	101	100	100	99	98				
20	A	150	150	150	142	131	110	104	98	95	90				
	B	104	100	98	97	97	97	96	96	95	94	86			
22	A	150	150	147	130	125	103	98	92	90	84	81			
	B	96	94	94	93	93	93	92	92	91	90	82	78		
24	A	150	147	138	123	115	96	91	88	84	78	74	71		
	B	148	148	138	123	113	100	95	93	91	83	79	73	67	
26	A	147	143	128	116	110	90	84	81	79	73	71	67		
	B	147	147	128	115	98	91	90	87	85	77	73	72	67	67
28	A	143	130	118	103	95	85	82	77	75	73	71	67	67	67
	B	143	128	118	108	94	89	87	84	83	82	81	73	66	52
30	A	133	118	108	95	89	80	76	72	71	67	63	58	43	
	B	123	108	92	80	77	77	75	73	71	71	67	67		
32	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52
34	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
40	A	78	75	73	73	73	73	73	73	73	73	73	63	63	53
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
43	A	75	75	73	73	73	73	73	73	73	73	63	63	59	59
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
47	A	75	75	73	73	73	73	73	73	73	73	63	63	59	59
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
51	A	73	73	73	73	73	73	73	73	73	73				
	B	52	52	52	52	52	52	52	52	52	52				
55	A	51	51	51	51	51	51	51	51	51	51				
	B	52	52	52	52	52	52	52	52	52	52				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

AIRCRAFT CHARTS

6

DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
 LINE B applies to: CO, KL, SAS
 LINE C applies to: LAN, NA, NE, NW, PA, SAB, SR, UA
 FIRST DIMENSION (IN INCHES)

Line	3	4	9	12	15	16	17	18	19	21	22	23	24	25	26	27	28	30	32	34
3	A 211	B 200	C 200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100	
6	A 211	B 211	C 200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91	
9	A 211	B 211	C 200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82	
12	A 211	B 193	C 190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74		
15	A 184	B 168	C 168	168	160	142	127	122	118	114	109	104	101	96	94	90	79	72	67	
16	A 175	B 161	C 175	161	144	135	122	121	116	113	108	103	101	94						
17	A 166	B 153	C 166	153	139	129	118	116	113											
18	A 158	B 150	C 150	147	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60	
19	A 149	B 141	C 149	141	128	118	109	106	103	101	94									
20	A 142	B 135	C 142	135	123	113	104	101	99	97	92	90								
21	A 137	B 124	C 124	124	117	109	101	96	95	94	90	89	84	82	79	77	68	61	54	
22	A 131	B 121	C 131	121	113	106	98	95	92	91	88	85	82	78						
23	A 126	B 116	C 126	116	108	101	94	91	89	87	84	81	79	76	74					
24	A 120	B 112	C 112	112	104	97	91	88	86	84	81	78	76	74	72	70				
25	A 111	B 105	C 111	105	101	95	88	85	83	81	78	76	74	72	70	68	61			
26	A 104	B 102	C 104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53		
27	A 100	B 99	C 99	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43	
30	A 89	B 88	C 88	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39	
33	A 80	B 80	C 80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36	
36	A 71	B 71	C 71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34		
40	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	
44	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	
48	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	
52	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	
56	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	
58	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	
60	B 89	B 89	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION
 OF FIRST AND SECOND DIMENSIONS

15-A

DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	265	265	265	265	265
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

10

DOUGLAS DC-7, 7-B, 7-C

WIDTH OR HEIGHT (IN INCHES)	HEIGHT OR WIDTH (IN INCHES)																										
	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
3	211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108	105	102	99	97	94	91	88	85	82	79	76
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97	94	90	86	80	74	68	62	56	50	44	38
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87	83	78	72	66	60	54	48	42	36	30	24
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77	72	66	60	54	48	42	36	30	24	18	12
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68	62	56	50	44	38	32	26	20	14	8	2
18	136	126	116	112	108	103	99	96	92	89	85	82	79	76	72	68	64	60	56	52	48	44	40	36	32	28	24
21	120	111	103	100	97	93	90	87	85	83	79	76	72	68	64	60	56	52	48	44	40	36	32	28	24	20	16
24	105	98	91	87	84	81	80	78	76	74	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	46	42	38	34	30	26	22	18	14	10	6	2
30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41	37	33	29	25	21	17	13	9	5	1	
33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	37	33	29	25	21	17	13	9	5	1		
36	80	77	75	70	69	67	65	62	59	56	53	49	45	41	37	33	29	25	21	17	13	9	5	1			

FIND LENGTH (IN INCHES) AT
 INTERSECTION OF HEIGHT AND WIDTH
 *Maximum length of 235 inches applicable to the DC-7C.

AIRCRAFT CHARTS

DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:
Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN..... 23"x28"x44"
CP..... 24"x28"x35"
56"x56"x 93"
24"x60"x181"
LC..... 20"x24"x44"
FL..... 36"x44"x86"
NE, PA & PC. 28"x40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC
LENGTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31	31
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29	
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25	
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

DOUGLAS DC-6A (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	125
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	118
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23

LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
15	676	498	396	293	264
18	480	402	318	246	228
24	390	327	270	216	198
30	324	276	231	189	162
36	240	210	176	144	132
48	186	165	138	110	108
72	141	117	110		
96	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

AIRCRAFT CHARTS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

FIRST DIMENSION (IN INCHES)

	2	12	13	16	18	21	24	25	28	28	30	36	40
2	312	300	300	300	300	300	300	300	300	123	100	100	100
3	312	300	266	220	220	200	200	200	200	111	100	100	100
4	300	300	200	200	200	200	200	200	200	111	100	100	100
6	300	202	170	170	170	170	170	170	170	101	100	100	100
8	300	177	152	152	152	152	152	152	152	100	100	100	100
9	300	158	137	137	137	137	137	137	137	100	100	100	100
10	300	158	137	137	137	137	137	137	137	100	100	100	100
12	300	142	128	124	124	124	124	124	124	100	100	100	100
13	300	128	114	114	114	114	114	114	114	100	100	100	100
14	300	128	114	114	114	114	114	114	114	100	100	100	100
15	300	124	114	108	108	108	108	108	108	100	100	100	100
16	300	124	114	108	108	108	108	108	108	100	100	100	100
17	300	124	114	108	104	104	104	104	104	100	100	100	100
18	300	125	114	108	104	104	104	104	104	100	100	100	100
19	300	124	114	108	104	101	101	101	101	60	60	60	60
20	300	124	114	108	104	101	101	101	101	60	60	60	60
21	300	124	114	108	104	100	100	100	100	60	60	60	60
22	300	124	114	108	104	100	80	80	80	42	42	29	
23	300	124	114	108	104	100	52	48	45	42	42	29	
24	300	124	114	108	104	100	52	48	45	42	42	29	
25	300	124	114	108	104	100	48	29	29	29	29	29	
26	300	124	114	108	104	100	48	29	29	29	29	29	
28	300	124	114	108	104	100	45	29	29	29	29	29	
30	100	100	100	100	100	60	42	29	29				
32	100	100	100	100	100	60	29						
40	100	100	100	100	100	60							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

LOCKHEED SUPER CONSTELLATION (COMBINATION)

7A

Applicable only to TC
(See Chart 7 for other Carriers)

HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34
2	312	240	182	162	148	139	128	117	83	77	71	65	59	54	49	44	39
4	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
6	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
8	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
10	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
12	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
14	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
16	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
18	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
20	204	168	156	145	136	127	118	107	77	71	65	60	55	50	45	41	
22	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42		
24	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42		
26	165	155	146	138	130	122	115	105	72	29	29	29	29	29	29		
28	165	155	146	138	130	122	115	105	72	29	29	29	29	29	29		
30	96	90	85	80	74	72	72	72	57	29	29	29	29	29	29		
32	87	80	75	72	72	72	72	72	57	29	29	29	29	29	29		
34	87	80	75	72	72	72	72	72	57	29	29	29	29	29	29		
36	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29		
38	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29		
40	72	72	72	72	72	72	72	72									

**FIND LENGTH (IN INCHES) AT INTERSECTION OF
LENGTH AND WIDTH**

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

	8	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	50
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	260	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:

24 IN. x 20 IN. x 34 IN.

8 LOCKHEED CONSTELLATION

FIRST DIMENSION (IN INCHES)

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	165	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	55
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	85	75	70	60	55
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	85	75	70	60	55
28	170	170	170	170	145	135	130	120	115	115	105	95	90	85	75	75	68	60	55
30	170	170	170	150	140	135	125	120	115	115	105	95	90	80	70	70	68	60	55
32	170	140	170	145	140	130	120	115	115	105	105	95	85	85	75	70	60	60	55
34	170	170	155	145	135	130	120	115	115	105	105	95	80	80	70	68	60	60	55
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	60	55	55
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	60	55			
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

AIRCRAFT CHARTS

19

MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

		FIRST DIMENSION (IN INCHES)											
		Line	3	6	9	12	15	18	20	30	40	50	53
3		A	136	136	136	136	136	136	74	74	74	74	74
		B	70	70	70	70	70	70	70	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
8		A	136	74	74	74	74	74	74	74	74	74	74
		B	70	70	70	70	70	70	70	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
9		A	136	74	74	74	74	74	74	74	74	74	74
		B	70	70	70	70	70	70	70	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
12		A	136	74	74	74	74	74	74	74	74	74	74
		B	70	70	70	70	70	70	70	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
15		A	136	74	74	74	74	74	74	74	74	74	74
		B	70	70	70	70	70	70	70	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
20		A	136	74	74	74	74	74	74	74	74	74	74
		B	70	70	70	70	70	70	70	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
23		A	136	74	74	74	74	74	74	69	69	69	69
		B	70	70	70	70	56	56	56	56	56	40	40
		C	56	56	56	56	56	56	56	56	34	34	34
25		A	74	74	74	74	74	74	74	69	69	69	69
		B	70	70	70	70	56	56	56	56	56	40	40
		C	56	56	56	56	56	56	56	24	24	24	24
30		A	74	74	74	74	74	74	74	56	56	44	44
		B	70	70	70	70	56	56	56	56	56	40	40
		C	56	56	56	56	56	56	56	24	24	24	24
33		A	74	74	74	74	74	74	74	56	56	—	—
		B	70	70	70	70	56	56	56	56	—	—	—
		C	56	56	56	56	56	56	56	24	24	24	24
34		A	74	74	74	74	—	—	—	—	—	—	—
		B	70	70	70	70	—	—	—	—	—	—	—
		C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22

VICKERS VISCOUNT

		FIRST DIMENSION (IN INCHES)											
		50	55	60	65	70	75	80	85	90	95	100	
SECOND DIMENSION (IN INCHES)	10	18	18	18	18	18	18	18	18	18	18	18	18
	12	18	18	18	18	18	18	18	18	18	18	18	17
	14	18	18	18	18	18	18	18	18	18	18	17	17
	16	18	18	18	18	18	18	18	18	18	17	17	17
	18	18	18	18	18	18	18	18	17	17	17	17	17
	20	18	18	18	18	17	17	17	17	17	17	16	16
	22	18	18	18	17	17	17	17	16	16	15	15	15
	24	18	18	17	17	17	17	16	15	15	15	15	15
	26	17	17	17	17	17	16	15	15	15	15	15	15
	28	17	17	17	17	16	15	15	15	15	15	15	15
	30	17	17	17	16	15	15	15	15	15	15	15	15
	32	17	16	16	15	15	15	15	15	15	15	15	15
	34	16	16	15	15	15	15	15	15	15	15	15	15
	36	16	15	15	15	15	15	15	15	15	15	15	15
	38	15	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

18

SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21

VERTOL 44

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

20

SIKORSKY S-55

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A—Accepted for shipment on all aircraft operated by the carrier.
 AC—Accepted on ALL-CARGO aircraft only.
 N—Not accepted.
 Ⓢ—Air Express only.
 Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	DL	EA	FL
Animals, live.....	AC (2-6)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	A (2)
EXCEPTIONS											
Alligators.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Alligators, baby.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Animals, in excess of 200 lbs.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2-6)
Apes.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Bears, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Bears, grown.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Bees.....	A (2)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	N	A (2)
Birds.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
EXCEPTIONS											
Birds, small.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Canaries.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Parakeets.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Parrots.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Cats.....	AC (2-51)	N	A (3)	A (2)	AC (2)	AC (2)	A (12)	N	AC (2)	N	A (2)
Chimpanzees.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2)
Chinchillas.....	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2)	N	N
Dogs.....	AC (2-51)	N	A (3)	A (2-13)	AC (2)	AC (2)	A (12)	N	AC (2)	N	A (2)
Elephants.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Fish.....	A (2)	A (2-16)	A (2-16)	A (2-16)	AC (2-16)	AC (2)	A (2-25-40)	N	A (2)	A (16)	A (2-16)
EXCEPTIONS											
Clams.....	A (2)	A (2-16)	A (3)	A (16)	A (2-16)	AC	A (2-25-40)	N	A (2)	A (16)	A (2-16)
Goldfish.....	A (2)	A (2-16)	A (3)	A (2-16)	A (23)	AC	N	N	A (2)	A (23)	A (2-16)
Lobsters.....	A (16b)	A (2-16)	A (16b)	A (16b)	A (16b)	N	A (25-16b)	N	A (16b)	A (16b)	A (16b)
Shellfish.....	A (2)	A (2-16)	A (3)	A (16)	A (2-16)	AC (16)	A (2-25)	N	A (2)	A (16)	A (2-16)
Tropical Fish.....	A (16a)	A (2-16)	A (16a)	N	A (16a)	A (16a)	A (25-16a)	A (16a)	A (16a)	A (16a)	A (16a)
Foxes.....	AC (2)	A (2-16)	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Guinea Pigs.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Hamsters.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Hippopotamus.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Horses, race.....	N	N	A (3)	N	N	N	N	N	N	N	N
Insects.....	A (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	N	A (2)
Lions, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Lions, grown.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Livestock.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
EXCEPTIONS											
Calves.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Cattle, grown.....	N	N	A (3)	N	N	N	N	N	N	N	N
Cattle, uncrated.....	N	N	A (3)	N	N	N	N	N	N	N	N
Goats.....	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
Horses, draft.....	N	N	A (3)	N	N	N	N	N	N	N	N
Sheep.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Swine.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Mink.....	AC (2)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Monkeys.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Orangoutangs.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	N
Pets, small.....	AC (2-6-51)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Poultry.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
EXCEPTIONS											
Chicks.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Ducklings.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Goslings.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Poultry, baby.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Poult (except turkey).....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Poult, turkey.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Rabbits.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Reptiles.....	AC (2-6)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
EXCEPTIONS											
Reptiles, small.....	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	A (2-6)	N	N
Rodents.....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
EXCEPTIONS											
Coyu (Nutria).....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Mice.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Rats.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Skunks, pet.....	AC (2-51)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Snakes, non-poisonous and harmless.....	AC (2-6)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	A (2)
Tigers, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Tigers, grown.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Wolves.....	AC (2)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Worms.....	AC (2)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	A (16)	A (2)

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FL		FT	LX®	LC®	MO	NA	NE	NO	NW	NY	OZ
A (2)	Animals, live.....	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-55)	A(2)	AC(2-36)	A(2-6)	A(2)
N	EXCEPTIONS										
N	Alligators.....	A(3)	A(2)	N	N	N	A(3-55)	N	AC(2-36)	A(2)	N
A (2-6)	Alligators, baby.....	A(3)	A(2)	N	N	N	A(3-55)	N	AC(2-24)	A(2)	N
N	Animals, in excess of 200 lbs. .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
N	Apes.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
N	Bears, cub.....	A(3)	A(2-6)	N	N	N	N	N	A(2-4-24)	A(2-6)	N
N	Bears, grown.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2)	Bees.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-17-54)	A(2)	A(17)
A (2)	Birds.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
A (2)	EXCEPTIONS										
A (2)	Birds, small.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	N	A(2-54)	A(2)	A(2)
A (2)	Canaries.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
A (2)	Parakeets.....	A(3)	A	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A	A(2)
A (2)	Parrots.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
A (2)	Cats.....	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
A (2)	Chimpanzees.....	A(3)	A(2-6)	N	N	N	A(3-55)	N	AC(2-36)	A(2-6)	N
N	Chinchillas.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
A (2)	Dogs.....	A(3)	A(2-6)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2)	A(2-24)	A(2-6)	A(2)
N	Elephants.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2-16)	Fish.....	A(3)	A(2)	A(2-4-16)	N	A(2-16)	A(3-16)	A(2-16)	A(2-16-54)	A(2)	A(2-16)
A (2-16)	EXCEPTIONS										
A (2-16)	Clams.....	A(3)	A	A(16)	A(2)	A(2-16)	A(3)	A(16)	A(16b-54)	A	A(16)
A (16b)	Goldfish.....	A(3)	A(2-16)	A(2-4-16)	N	A(2-16)	A(3)	A(2-16)	A(16a-54)	A(2-16)	A(2-16)
A (2-16)	LOBSTERS.....	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(3-16b)	A(16b)	A(16b-54)	A(16b)	A(16b)
A (16a)	Shellfish.....	A(3)	A(2)	A(16)	N	A(2-16)	A(3)	A(16)	A(16b-54)	A(2)	A(16)
A (2)	Tropical Fish.....	N	A(15a)	N	N	A(16a)	A(3-16a)	N	A(16a-54)	A(16a)	A(16a)
A (2)	Foxes.....	A(3)	A(2-6)	N	N	A(9-12)	A(3-55)	N	A(2-4-24)	A(2-6)	N
A (2)	Guinea Pigs.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
A (2)	Hamsters.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
N	Hippopotamus.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2)	Horses, race.....	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
A (2)	Insects.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-24)	A(2)	A(4)
N	Lions, cub.....	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
A (2-6)	Lions, grown.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2-6)	Livestock.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2-6)	EXCEPTIONS										
N	Calves.....	A(3)	A(2)	N	N	N	N	N	AC(2-36)	A(2)	N
N	Cattle, grown.....	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
N	Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N
A (2-6)	Goats.....	A(3)	A(2-6)	A(2-4)	N	N	N	A(2)	AC(2-36)	A(2-6)	A(2)
A (2-6)	Horses, draft.....	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
A (2-6)	Sheep.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2)	Swine.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2)	Mink.....	A(3)	A(2)	N	N	A(9-12)	A(3-55)	N	A(2-24)	A(2)	A(2)
N	Monkeys.....	A(3)	A(2-6)	N	N	N	A(3-55)	N	N	A(2-6)	N
A (2)	Orangoutangs.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
N	Pets, small.....	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2)	A(2-4-54)	A(2)	A(2)
A (14)	Poultry.....	A(3-42)	A(2)	A(2-4)	N	N	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
A (14)	EXCEPTIONS										
A (14)	Chicks.....	N	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
A (14)	Ducklings.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
A (2)	Goats.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
N	Poultry, baby.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
A (14)	Poult (except turkey).....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
A (2)	Poult, turkey.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
N	Rabbits.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
N	Reptiles.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-4-24)	A(2-6)	A(2)
A (2)	EXCEPTIONS										
A (2)	Reptiles, small.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-4-24)	A(2-6)	A(2)
A (2)	Rodents.....	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2)	A(2-5-24)	A(2-6)	A(2)
N	EXCEPTIONS										
A (2)	Coyu (Nutria).....	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2)	A(2-4-24)	A(2-6)	A(2)
A (2)	Mice.....	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
A (2)	Rats.....	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
N	Skunks, pet.....	A(3)	A(2)	N	A(2-13)	A(9-12)	A(3-55)	N	A(2-24)	A(2)	N
N	Snakes, non-poisonous and harmless.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-24)	A(2-6)	N
N	Tigers, cub.....	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
N	Tigers, grown.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
A (2)	Wolves.....	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-36)	A(2-6)	N
A (2)	Worms.....	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-55)	A(2)	A(2-54)	A(2-6)	A(2)

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	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live.....	A(2-10)	A(2)	AC(3)	N	A(2-37)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Animals, in excess of 200 lbs	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41)	A(3-4)	A(17)	AC(2)	AC(17)	N	N
Birds.....	A(2-10)	A(2)	A(3)	N	A(41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Birds, small.....	A(2-10)	A(2)	A(3)	N	A(2-37)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A	AC	AC(2-44)	A(34)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees.....	A(2-10)	N	A(3)	A(13)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Elephants.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish.....	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-38)	A(3-4-16)	N	A(23)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-38)	A(3-4-16)	N	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(2-16a)	A(16a-41)	A(3-4-16)	A(2)	A(23)	A(23-30-40)	A(16)	N
Lobsters.....	A(10-16b)	A(16b)	A(16b)	A(16-b)	A(16b)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-38)	A(3-4-16)	A(2)	A(23)	N	A(16)	A(2-16)
Tropical Fish.....	A(10-16b)	A(16a)	A(16a)	A(2-16a)	A(41-16a)	A(3-4-16a)	A(16a)	A(16a)	A(16a-30-40)	A(16a)	A(16a)
Foxes.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters.....	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-38)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys.....	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small.....	A(2-10)	A(2-13)	A(3)	A(13)	A(14-37)	A(3-4)	A(13)	A(2-13)	AC(2)	A(2-7)	A(2)
Poultry.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Goslings.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Poults (except turkey).....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Poults, turkey.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Rabbits.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles.....	A(2-10)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-18-30)	N	A(2)
Rodents.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria).....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2-5)	A(2-7)	A(2)
Rats.....	N	A(2)	A(3)	N	A(2-37)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet.....	A(2-10)	N	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-30-40)	N	A(2)
Tigers, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms.....	A(2-10)	A(2)	A(3)	A(2)	AC(2)	A(3-4)	N	AC(2)	A(33)	A(2-7)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A—Accepted for shipment on all aircraft operated by the carrier.
AC—Accepted on ALL-CARGO aircraft only.
N—Not accepted.
Ⓢ—Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CH	DL	EA	FL	FT	LXⓈ	LCⓈ	MO	NA
Alcoholic Beverages	A (20)	A	A	A	A (19)	N	N	N	A	A (19)	N	A	A	A	N	A (19)
Automobiles, uncrated	AC	N	A	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry	A	A	A	A	A (2)	AC	A	A	A	A (48)	N	A	A (2)	A	N	N
Etiologic Agents	A	A	A	A	A	A	A	N	A	N	A	N	A	A	N	N
Fabrics, in rolls	A (49)	A (49)	A (49a)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49a)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A (48)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A	A (11)	A (48)	A	A	A	A	A	A (9)
Not over 48" in length	A	A	A	N	A	A	A	A	A (11)	A (48)	A	A	A	N	N	A (9)
Not over 60" in length	A	A	A	N	A	A	A (11)	N	AC	A (48)	A	A	A	N	N	N
over 60" in length	A	N	A	N	AC	AC	A (11)	N	AC	A (48)	A	A	A	N	N	N
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:																
Not boxed or crated	N	N	A	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks	N	N	A	N	AC	AC	N	N	N	N	N	A	A	N	N	N
Glass, thermo-pane	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)
Human remains, other than cremated	A (4-5)	A (4)	A	A (4)	A (4-5)	A (5)	A (4-5)	N	AC (5)	AC (5-8)	A (4-5)	A	A (5)	A (4-22)	N	A (4-5)
Human Remains, Infant	A (4-5)	A (4)	A (4-5)	A (4)	A (4-5)	AC (5)	A (4-5)	N	AC (5)	A (5)	A (4-5)	AC	A (5)	A (4-22)	N	A (4-5)
Liquids in Cans	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Machinery, greased or oiled, without packaging	N	N	A	N	AC	AC	N	N	AC	AC (8)	N	A	A	N	N	N
Meat: fresh	A (2)	A	A	A	A	AC	A	A	A	A (2)	A	A	A	A	N	A
Frozen	A (2)	A	A	A	A	AC	A	A	A	A (2)	A	A	A	A	N	A
Milk, fresh	A	A (16)	A	A (16)	A	AC	A	A	A	N	A	A	A	A (16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment	A	N	A	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	N	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh	A	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen	A	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NOⓈ	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages	A (19)	A	A	A	A	A	N	A	N	A	A (19)	N	N	A (45)	A	N
Automobiles, uncrated	N	N	A	N	A	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A (54)	A (2)	A	N	N	A	N	A (38)	A	N	A	A (2)	A	N
Etiologic Agents	A	A	A	A	A	A	N	A	A	A	A	N	A	N	N	N
Fabrics in rolls	A (49)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49a)	A (49a)	A (49a)	A (49g)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A (47)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A	A	A (47)	A	A	A (10)	A (11)	A (11)	A
Not over 48" in length	A	N	A	N	A	A	N	A	N	A (47)	A	A	A (10)	A (11)	A (11)	N
Not over 60" in length	A (11-55)	N	A (24)	A	N	A	N	A	N	A (47)	A	A	AC	A (11)	A (11)	N
Over 60" in length	A (11-55)	N	A (24)	A	N	A	N	A	N	A (47)	A	A	AC	A (11)	A (11)	N
Foods, perishable	A	A	A (54)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A (54)	A	A	A	N	A	A	A (38)	A	A	A	A	A (16)	A
Frozen	A	A	A (54)	A	A	A	N	A	N	A	A	A	A	A (32)	A (16)	A
Berries	A	A	A (54)	A	A	A	N	A	N	A	A	A	A	A (32)	A (16)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)
Human remains, other than cremated	A (22)	A (4)	A (4-24)	A (5)	A (4-5)	N	A (5-21)	A	N	AC	A (4-5)	N	A (5)	A (5-22)	N	N
Human Remains, Infant	A (22)	A (4)	A (54)	A (5)	A (4-5)	A (5-21)	A (5-21)	A	N	AC	A (4-5)	N	A (5)	A (5-22)	N	N
Liquids in Cans	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Machinery, greased or oiled, without packaging	N	N	A (54)	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A	A (54)	A	A (2)	A	N	A	N	A (38)	N	A	A	A	A (16)	A
Frozen	A	A	A	A	A (2)	A	N	A	N	A	A	A	A	A	A (16)	A
Milk, fresh	A	A (16)	A (54)	A	A	N	N	A	N	A (38)	A (16)	A	A	N	N	A (16)
Perishables not in leakproof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	A	A	A	N	A	N	A	A	A	A	A	A	A
Vegetables: fresh	A	A	A (54)	A	A	A	N	A	N	A (38)	A	A	A	A	A (16)	A (16)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A (16)	A (16)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transi-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for purging action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small—16½ x 23½ x 27"; large—23½ x 37 x 39") subject to the following:
CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair aircraft only by advance arrangement.
NA: will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
UA: will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. This reference not used.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or seawater ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed.
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 28 inches in width.
22. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60".)
23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.
EXCEPTION: One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
25. Not accepted on DC-6B and DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6B Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications:
Each container must have attached to the bottom, a 1" by 1" slot to allow sufficient circulation of air in and around the container.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:
Freighter aircraft —No limitation
DC-3 aircraft —Up to 60 inches
Viscount aircraft —Up to 56 inches
North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with water tight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels are stocked in two sizes at all air freighter stations for direct sale to customers shipping pets via American Airlines. Kennel charge must be paid for at point of origin.
Kennel No. 1. 23" x 16" x 18" high. Cost \$9.50. For pets up to 15 inches high at the shoulder and weighing no more than 25 pounds.
Kennel No. 2. 36" x 23" x 26" high. Cost \$14.00. For pets up to 25 inches high at the shoulder and weighing no more than 25 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes in temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipments must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.

ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights (indicated by P) offering maximum allocated freight capacity. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AAXICO AIRLINES (AX)

AER LINGUS (ALT)

121 Ex 6 7	123 Ex 7 1	C-46	122 Ex 6 7	120 Ex 6 7
		Read Down Read Up		
0359	0430	Lv N. Y. (IDL) Ar	0255	0559
		Ar PHILA.....Lv		f
		Lv PHILA.....Ar		f
		Ar BALTIMORE...Lv		f
		Lv BALTIMORE...Ar		f
0430	0855	Ar ATLANTA.....Lv	2230	0149
		Lv ATLANTA.....Ar		0040
0525		Ar BIRMINGHAM...Lv		f
		Lv BIRMINGHAM...Ar		f
0659		Ar NEW ORLEANS..		2130

820M Ex 6	830 5	850 1 4	860 2	842 4	820 2 4 6	800 1 3 5	DC-3	801 1 3 5	821 2 4 6	843 4	861 2	851 1 4	831 5	82M Ex 6
							Read Down Read Up							
2020	1215	0845	0845	1520	1030	1030	Lv DUBLIN.....Ar	1640	1435	2000	1300	1320	1645	2345
2135					1145	1240	Ar LONDON.....Lv	1425						2225
							Lv LONDON.....Ar		1315					
							Ar MANCHESTER..Lv							
							Lv MANCHESTER..Ar							
							Ar BIRMINGHAM..Lv		1825					
							Lv BIRMINGHAM..Ar							
							Ar CARDIFF.....Lv				1125			
							Lv CARDIFF.....Ar					1150		
							Ar LULSGATE.....Lv						1520	
							Lv LULSGATE.....Ar							
							Ar RENFREW.....Lv							

- FLAG STOP will be made as indicated for 5,000 pounds or more on request.

AEROFLOT (AFL)

AEROLINEAS ARGENTINAS (ARG)

125 IL X	IL-12	126 IL
	Read Down Read Up	
0740	Lv MOSCOW, Vnukovo.....Ar	
1020	Ar KIEV.....Lv	
1110	Lv KIEV.....Ar	
1240	Ar ODESSA.....Lv	
1330	Lv ODESSA.....Ar	
1400	Ar BUCHAREST, Baneasa.....Lv	
1445	Lv BUCHAREST, Baneasa.....Ar	
1600	Ar SOFIA, Vrajdebna.....Lv	

692 1 3 6	620 2 5 7	C-47	621 1 3 6	693 1 3 6
		Read Down Read Up		
	0900	Lv BUENOS AIRES.....Ar	0130	
	1120	Ar BAHIA BLANCA.....Lv	2310	
	1135	Lv BAHIA BLANCA.....Ar	2255	
	1420	Ar TRELEW.....Lv	2025	
	1435	Lv TRELEW.....Ar	2010	
	1605	Ar COMODORO RIVADAVIA.....Lv	1845	
	1635	Lv COMODORO RIVADAVIA.....Ar	1830	
	1745	Ar PUERTO DESEADO.....Lv	1720	
	1800	Lv PUERTO DESEADO.....Ar	1705	
	1905	Ar SAN JULIAN.....Lv	1610	
	1920	Lv SAN JULIAN.....Ar	1550	
	1950	Ar SANTA CRUZ.....Lv	1520	
	2005	Lv SANTA CRUZ.....Ar	1505	
	2055	Ar RIO GALLEGOS.....Lv	1415	
0830		Lv RIO GALLEGOS.....Ar	1330	
0940		Ar RIO GRANDE.....Lv	1220	
0955		Lv RIO GRANDE.....Ar	1205	
1045		Ar USHUAIA.....Lv	1115	

AEROVIAS VENEZOLANAS (AVENSA)

AIR FRANCE (AF)

83 X	582 X	618 3	C-46	584 X	581 X	617 4
			Read Down Read Up			
0330	0500	1200	Lv MAIQUETIA.....Ar	0915	1100	1515
0330			Ar BARCELONA.....Lv			
0445			Lv BARCELONA.....Ar			
0705			Ar CUMANA.....Lv			
0720			Lv CUMANA.....Ar			
0740			Ar PORLAMAR.....Lv	0800		
			Ar CORO.....Lv		0905	
			Ar CORO.....Ar		0850	
			Ar LAS PIEDRAS...Lv		0830	
			Ar LAS PIEDRAS...Ar		0815	
			Ar MARACAIBO....Lv		0720	
			Ar KINGSTON.....Lv		1030	
			Ar KINGSTON.....Ar		1000	
			Ar MIAMI.....Lv		0700	

5610 2	1185 4 6	899 X	DC-3	DC-4	898 X Ex. 6	5611 3
			Read Down Read Up			
			Lv LONDON Airport Central.....Ar	0030		
			Ar PARIS, Orly.....Lv	2340		
			Lv PARIS, Orly.....Ar			
			Ar MARSEILLE, Marignane.....Lv			
			Lv DOUALA.....Ar			
			Ar YAOUNDE.....Lv			
			Ar N'GAOUNDERE..			
1500						0820
1710						0630

ALL NIPPON AIRWAYS

AIR JORDAN (AJ)

68 X	18 Ex 1	Read Down Read Up	17 Ex 1	67 Ex 1
2130		Lv FUKUOKA.....		0550
2340		Ar OSAKA.....Ar	0300	0330
	0010	Lv OSAKA.....Lv		
	0230	Ar TOKYO.....	0030	
		Lv TOKYO.....		

901 5	C-46	900 5
	Read Down Read Up	
0300	Lv AMMAN.....Ar	1300
0930	Ar BEIRUT.....Lv	1130

AVIATECA (GU)

1 3 5	3 6	Read Down Read Up	2 5	1 3 5
0830		Lv NEW ORLEANS.....Ar		1400
1400	0600	Lv MIAMI.....Ar	1820	0830
	1020	Ar GUATEMALA.....Lv	1220	

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815	853	807	801	803	855	855	805	▲DC-6	▲DC-6A	816	802	802	804	806	806	812	810	856
	▲Ex 7 1	▲Ex 7 1	▲Ex 6 7	▲Ex 6 7	5	▲Ex 5 6 7	▲Ex 6 7	Read Down	Read Up	▲Ex 6 7	▲Ex 5 6 7	5	▲Ex 6 7	▲Ex 6 7	6	1	▲Ex 6 7 1	7
2200			2245 2345 0030					Lv BOSTON.....Ar		1118								
2315								Ar HARTFORD.....Lv										
0045	0130							Lv HARTFORD.....Ar										
								Ar NEW YORK (LGA).....Lv										
								Lv NEW YORK (LGA).....Ar										
								Ar NEW YORK (EWR).....Lv										
								Lv NEW YORK (EWR).....Ar										
								Ar PHILADELPHIA.....Lv										
								Lv PHILADELPHIA.....Ar										
								Ar BALTIMORE.....Lv										
								Lv BALTIMORE.....Ar										
								Ar WASHINGTON.....Lv										
								Lv WASHINGTON.....Ar										
								Ar BUFFALO.....Lv										
								Lv BUFFALO.....Ar										
								Ar CINCINNATI.....Lv										
								Lv CINCINNATI.....Ar										
								Ar NASHVILLE.....Lv										
								Lv NASHVILLE.....Ar										
								Ar MEMPHIS.....Lv										
								Lv MEMPHIS.....Ar										
								Ar DETROIT.....Lv										
								Lv DETROIT.....Ar										
								Ar CHICAGO.....Lv										
								Lv CHICAGO.....Ar										
								Ar ST. LOUIS.....Lv										
								Lv ST. LOUIS.....Ar										
								Ar DALLAS.....Lv										
								Lv DALLAS.....Ar										
								Ar SAN ANTONIO.....Lv										
								Lv SAN ANTONIO.....Ar										
								Ar MEXICO CITY.....Lv										
								Lv MEXICO CITY.....Ar										
								Ar LOS ANGELES.....Lv										
								Lv LOS ANGELES.....Ar										
								Ar SAN FRANCISCO.....Lv										

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 ① ②③ ④⑤	337 ●	335 ○	331 ●	353 ●	357 ●	351 ●	347 ②	345 ○	385 ②	388 ②	◆-DC-3; ○-DC-4 ●Bristol 170	387 ①	386 ○	346 ○	348 ●	352 ●	358 ●	354 ●	332 ●	336 ○	338 ●	
		②③ ④⑤	①⑦		⑦	②③ ④⑤	③④ ⑤⑥	①	③④ ⑤⑥	③④ ⑤⑥	Read Down Read Up	②③ ④⑤	① ②③ ④⑤	①	③④ ⑤⑥	②③ ④⑤	⑦	③④ ⑤⑥	①⑦	②③ ④⑤	✂	
									0120 ↓ 0400	0040 0355	Lv SYDNEY.....Ar Ar BRISBANE...Lv Ar MELBOURNE...Lv Lv MELBOURNE...Ar Ar LAUNCESTON..Lv Ar HOBART.....Lv Ar DEVONPORT...- Lv DEVONPORT...- Ar WYNARD.....Lv	2250 1930	2330 ↑ 2100									
0515 ↓ 0705 0805 0835	1700 ↓ 1935	0915 ↓ 1125	0545 ↓ 0820	2045 2250	1500 1705	1300 1505	0500 0705	0500 0645						1030 0845	1045 0835	1845 1635	2045 1835	0230 0020	1235 ↑ 0950	1540 ↑ 1325	2350 ↑ 2105	

ASA INTERNATIONAL

761	881	831	1-C-46	○DC-4	762	882	832
▲Ex 7	1	1	Read Down	Read Up	▲Ex 7	1	1
0315	1800	2100	Lv TAMPA/St. Petersburg..Ar	2025	1400	1820	
0725			Ar BELIZE.....Lv	1615		1400	
0810			Lv BELIZE.....Ar	1530		1315	
			Ar GUATEMALA CITY.....Lv			1145	
			Lv GUATEMALA CITY.....Ar			1045	
			Ar SAN SALVADOR.....Lv			1000	
			Lv SAN SALVADOR.....Ar			0905	
			Ar GUATEMALA CITY.....Lv	1400			
			Lv GUATEMALA CITY.....Ar				
			Ar PANAMA.....Lv		0700	0500	
			Lv PANAMA.....Ar			1500	
			Ar BOGOTA.....Lv			1200	

BRANIFF AIRWAYS (BN)

851	C-46	850
1 2 3 4 5	Read Down	1 2 3 4 5
0400	Lv CHICAGO (MDW).....Ar	0159
0605	Ar KANSAS CITY.....Lv	2359
0635	Lv KANSAS CITY.....Ar	2330
0748	Ar WICHITA.....Lv	2220
0820	Lv WICHITA.....Ar	2155
	Ar OKLAHOMA CITY.....Lv	
1021	Ar DALLAS.....Lv	2000

	856	87
x.	⑦	8
0		2
1		2
0		1
1		1
0	2200	0
	↑	0
	1845	0
	1545	2
	1420	2
	1250	2
	1000	2
6	338	3
③	*	1
5	⌘	2
		4
0	2350	1
	↑	1
25	2105	0
		0



Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

569C	571C	577C	561C	567C	567C	C-47		568C	568C	562C	572C
⑤	③	②④	②	④⑥	④⑥	Read Down	Read Up	④⑥	①	②	②③④
0700	0700	0730	0600	0600		Lv MEXICO, D.F.	Ar		1345	1645	1855
0840	0840		0740	0740		Ar VERACRUZ	Lv		1200		
0930	0930		0830	0830		Lv VERACRUZ	Ar		1130		1645
1030	1030		0930	0930		Ar MINATITLAN	Lv				
1100	1100		1000	1000		Lv MINATITLAN	Ar				
		0910				Ar OAXACA	Lv				
		0935				Lv OAXACA	Ar				
		1025				Ar IXTEPEC	Lv				
		1045				Lv IXTEPEC	Ar				
		1145				Ar TUXTLA	Lv				
		1210				Lv TUXTLA	Ar				
			1045	1045		Ar VILLAHERMOSA	Lv				
			1115	1115		Lv VILLAHERMOSA	Ar				
						Ar TAPACHULA	Lv				
			1200	1200		Ar C. DEL CARMEN	Lv				
					1230	Lv C. DEL CARMEN	Ar		0900	1300	
					1320	Ar CAMPECHE	Lv		0835		
					1350	Lv CAMPECHE	Ar		0745		
					1505	Ar CHETUMAL	Lv	1715			1415
								1600			

	586C C82 ④	586C ②	588C ⑥	592C ②⑥	592C ③	C-47	591C ③	591C ②⑥	587C ①	585C ③
						Read Down				
						Read Up				
	0700	0300	0300			Lv MEXICO, D.F.			1410	1730
	0900	0520	0520			Ar GUADALAJARA			1210	1530
	0930	1300	1300		1100	Lv GUADALAJARA	1420	1140	1145	0905
				0700		Ar MASCOTA				
				0750		Lv MASCOTA				
				0810		Ar MASCOTA				
				0830		Ar TALPA				
				0850		Lv TALPA				
				0920	1210	Ar PUERTO VALLARTA	1310	1030		
	1010	1355	1355			Ar MAZATLAN			0900	0620
	1040	1420	1420			Lv MAZATLAN			0835	0555
	1245	1730	1730			Ar HERMOSILLO			0530	0250
	1315	1755				Lv HERMOSILLO				0225
	1520	2015				Ar MEXICALI				0000
	1600	2040				Lv MEXICALI				2315
	1645	2120				Ar TIJUANA				2230

DELTA AIRLINES (DL)

25X ⑦①	29X ⑦①	27X ⑦①	C-46		26X ⑥⑦	32X ⑥⑦	36X ③
Read Down			Read Up				
	0020		Lv	NEWARK.....Ar		1112	2015
	0056		Ar	PHILADELPHIA.....Lv		1040	f
	0148		Lv	PHILADELPHIA.....Ar		1000	f
	f		--	BALTIMORE.....--		f	f
			--	WASHINGTON.....		f	f
0120	↓		Ar	CHICAGO (MDW).....Lv	0259	↑	↑
0244			Ar	CINCINNATI.....Lv	f		
0324			Lv	CINCINNATI.....Ar	f		
f				LEXINGTON.....	f		
↓				KNOXVILLE.....	f		
f	0324		Ar	CHARLOTTE.....Lv		f	
↓	0404		Lv	CHARLOTTE.....Ar		f	
f				GREENVILLE.....			
↓				CHATTANOOGA.....	f		
0539	0532		Ar	ATLANTA.....Lv	2345	0527	1526
0733	0732	0430	Lv	ATLANTA.....Ar	2300	0427	1426
		f	Ar	BIRMINGHAM.....Lv		1439	1238
		f	Lv	BIRMINGHAM.....Ar		1359	1158
		f		JACKSON.....		f	f
	0900		Ar	NEW ORLEANS.....Lv		↑	↑
	0940		Lv	NEW ORLEANS.....Ar			
	f			BATON ROUGE.....			
				ALEXANDRIA.....			
	1130		Ar	HOUSTON.....Lv		2259	
	1210		Lv	HOUSTON.....Ar		2219	
↓	1341	0727	Ar	DALLAS.....Lv		2045	0900
f				MACON.....	f		
				SAVANNAH.....			
0903			Ar	JACKSONVILLE.....Lv	2120		
0943			Lv	JACKSONVILLE.....Ar	2050		
1139			Ar	MIAMI.....Lv	1900		

**COMPANIA CUBANA
DE AVIACION (CU)**

461 X	C-46		460 X
	Read Down	Read Up	
0930	Lv MIAMI, InternationalAr		0745
1045	Ar HAVANA, Jose Marti..Lv		0630

EAST AFRICAN AIRWAYS (EC)

043	063	035	DC-3		042	062	064	036
②⑤	③	②⑤	Read Down	Read Up	②	⑤	⑥	①④
0730	0730	1230	Lv NAIROBI.....Ar		1825	1755	1550	1305
↓	↓	1415	Ar MOSHI.....Lv		↑	↑	↑	1115
		1745	Ar ZANZIBAR.....Lv					0745
		1800	Lv ZANZIBAR.....Ar					0725
		1825	Ar DAR-ES-SALAAM.....Lv					0700
			Ar MWANZA.....Lv					
1040	1010 1150		Ar ENTEBBE.....Lv				1310 1130	
			Lv ENTEBBE.....Ar					
1110			Ar KASESE.....--					
1220			Lv KASESE.....--					
1240			Ar ENTEBBE.....Lv		1620	1500		
1350								

EASTERN AIRLINES, INC. (EA)

857 ✕	541 ✕	517 ②③④ 5⑥	449 ✕	533 ✕	323 ✕	533 ✕	523 ✕	Lockheed Constellation Speedpack		450 ✕	854 ✕	200 ②③④ 5⑥⑦	522 ②③④ 5⑥⑦	552 ①②③ 4⑤⑦	324 ✕	516 ①②③ 4⑤
								Read Down	Read Up							
0045 ↓ 0520	2355 ↓ 0410	0725 ↓ 1218	2345 ↓ 0415	2200 0206	2030 2321	0250 ↓ 0558	1945 ↓ 2011	Lv NEW YORK (LGA).....Ar		0520 ↑ 2300	0510 ↑ 0045			0700 ↑ 0255	1740 ↑ 1230	2202 ↑ 1730
								Lv NEWARK.....Lv								
								Ar ATLANTA.....Lv								
								Lv ATLANTA.....Ar								
								Ar NEW ORLEANS.....Lv								
								Ar MOBILE.....Lv				1801 ↑ 1415	1139 0600			
								Ar MIAMI.....Lv								
								Ar ST. LOUIS.....Lv								

In addition to the above schedules special Speedpacks may be operated between other points upon request when a volume of freight warrants such service. Traffic must be received two hours prior to scheduled departure time for routing on Speedpack equipment.

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

FLYING TIGER LINE (FT)

182 #Ex ⑥	182 #Ex ⑥	282 #Ex ⑥	284 #Ex ⑥	284 #Ex ⑥	284 #Ex ⑥	362 #Ex ⑦	Super H Constellation 1C-46	181 #Ex ⑦	281 #Ex ①	283 #Ex ⑥	361 #Ex ⑦
1855 1715 1645	1855 1715 1645	1855 1715 1645	1855 1715 1645	1855 1715 1645	1855 1715 1645	1855 1715 1645	Read Down	Read Up			
1600	1600	1600	1600	1600	1600	1600	Lv SEATTLE.....Ar	1600	1600	1600	1600
1655	1655	1655	1655	1655	1655	1655	Ar PORTLAND.....Lv	1655	1655	1655	1655
1725	1725	1725	1725	1725	1725	1725	Lv PORTLAND.....Ar	1725	1725	1725	1725
2050	2050	2050	2050	2050	2050	2050	Ar SAN FRANCISCO/OAK..Lv	2050	2050	2050	2050
							Lv SAN FRANCISCO/OAK..Ar				
							Ar LOS ANGELES BUR....Lv				
							Lv LOS ANGELES BUR....Ar				
							Ar MINNEAPOLIS/STP....Lv				
							Lv MINNEAPOLIS/STP....Ar				
							Ar CHICAGO MDW.....Lv				
							Lv CHICAGO MDW.....Ar				
							Ar DETROIT.....Lv				
							Lv DETROIT.....Ar				
							Ar CLEVELAND.....Lv				
							Lv CLEVELAND.....Ar				
							Ar BINGHAMTON.....Lv				
							Lv BINGHAMTON.....Ar				
							Ar NEW YORK EWR.....Lv				
							Lv NEW YORK EWR.....Ar				
							Ar HARTFORD/SPRINGFLD..Lv				
							Lv HARTFORD/SPRINGFLD..Ar				
							Ar BOSTON.....Lv				
							Lv BOSTON.....Ar				
							Ar PROVIDENCE.....Lv				

HUNTING-CLAN AIR TRANSPORT (HCA)

ALL TIMES LOCAL

127A ④	121A ⑦	129A ⑦	DC-3	130A ③	122A ③	128A ⑥
0920	0725	0725	Lv LONDON....Ar	1335	2030	0855
	1005	1005	Ar FRANKFURT..Lv		1930	
	1120	1120	Lv FRANKFURT..Ar		1815	
1520	1520	1520	Ar MALTA.....Lv	0910	1355	0430
1635	1635	1635	Lv MALTA.....Ar	0755	1240	0315
0015	0015	0015	Ar KHARTOUM...Lv	0150	0635	2110
0130	0130	0130	Lv KHARTOUM...Ar	0035	0520	1955
0600	0600	0600	Ar ADEN.....Lv			
0900	0900	0900	Lv ADEN.....Ar			
1320	1320	1320	Ar NAIROBI...Lv	2100	0145	1620
			Lv NAIROBI...Ar	1800	2245	
1620	1620	1620	Ar SALISBURY..Lv	1200	1645	
2020	2020	2020	Lv SALISBURY..Ar	0800	1530	
2135	2230	2230	Ar JOHANNESBURG	0415	1300	
0005	0215	0215				

IRANAIR (IRA)

267 ①	DC-4	266 ②
0001	Lv TEHERAN.....Ar	2350
0405	Ar ANKARA.....Lv	1715
0600	Lv ANKARA.....Ar	1545
1415	Ar FRANKFURT.....Lv	0530

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	367	369	381	381	391	376
Read Down	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	1430	1530	0700	0350	0400	
GAUHATI, Kohikuchi...Ar	0605	0635	0705	1115	1150	1225	1605	0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505	1550	1650	0855	0545	0825	0905
AGARTALA, Singherbil...Ar																													
BAGDOGRA, Singherbil...Ar																													
MOHANBARI, Mepl...Ar																													
RETURN																													
MOHANBARI, Mepl...Lv	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
BAGDOGRA, Singherbil...Lv	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
AGARTALA, Singherbil...Lv																													
GAUHATI, Kohikuchi...Lv																													
GAUHATI, Kohikuchi...Lv																													
CALCUTTA, Dum Dum...Ar	1145	0735	0705	0635	1630	1255	1220	0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720	0615	0925	0855	0620
	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

KLM ROYAL DUTCH AIRLINES (KL)

KL5	KL41	SN 103	KL3	KL1	KL72	KL68	KL62	*Super Constellation ▲-DC-6A ◆-DC-3	KL61	KL63	KL65	KL71	KL2	KL8	KL4	SN 104	KL42	KL 6	SR 704
② ④	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	① ② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	*	④ ⑥ ⑦	*		*	*	*	*	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥	② ③ ④ ⑤ ⑥
527 427 439 359 f																			

LANICA AIRLINES (NI)

401 t	403 t	411 v	1-C-46 V-Viscount	410 v	402 t	404 t
0500	0500	0700	Read Down	Read Up	0500	0500
0915	0915	1000	Lv MIAMI.....Ar	1945	1130	1130
		1045	Ar MANAGUA.....Lv	1445		
		1600	Lv MANAGUA.....Ar	1400		
		1645	Ar GUAYAQUIL.....Lv	1050		
		1955	Lv GUAYAQUIL.....Ar	1005		
			Ar LIMA.....Lv	0700		

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ①② ④⑥	C-46	616 ② ⑤⑦
Read Down	Read Up	
0600	Lv MIAMI, Int'l.....Ar	1430
0810	Ar GRAND CAYMAN.....Lv	
0900	Lv GRAND CAYMAN.....Ar	
1130	Ar SAN JOSE (Costa Rica) El Coco.....Lv	0700

LINEA AEROPOSTAL VENEZOLANA (LV)

262 ② ④⑥	C-46	263 ② ⑤⑦
Read Down	Read Up	
0600	Lv CARACAS, Maiquetia Ar	1500
	Ar KINGSTON, Palisadoes Lv	x1115
	Lv KINGSTON, Palisadoes Ar	x1015
1300	Ar MIAMI, International Lv	0700

LINJEFLYG (AB)

✚-DC-3; ✚-Lockheed Lodestar	074 ✚ Ex ⑥	074 ✚ ⑥	080 ✚ Ex ⑥	080 ✚ ⑥	065 ✚ Ex ⑥	065 ✚ ⑥	065 ✚ ⑦	069 ✚ Ex ⑥	069 ✚ ⑥	047 ✚ Ex ⑥	047 ✚ ⑥	047 ✚ ⑦	043 ✚ Ex ⑥	043 ✚ ⑥	043 ✚ ⑦	045 ✚ Ex ⑥	045 ✚ ⑥	045 ✚ ⑦	061 ✚ Ex ⑥	061 ✚ ⑥
Read Down																				
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0940
SUNDSVALL/HARNOSAND.....Ar	1310	1115																		
NORDMALING.....Ar			1335	1145																
JONKOPING.....Ar					1310	1110	1255													
VAXJO.....Ar								1310	1050											
VAXJO.....Lv								1330	1110											
RONNEBY.....Ar								1405	1145											
RINKABY.....Ar										1220	1020	1205								
RINKABY.....Lv										1235	1035	1220								
MALMO.....Ar										1300	1100	1245								
LIDKOPING.....Ar													1250	1100	1230					
LIDKOPING.....Lv													1320	1120	1250					
GOTHENBURG.....Ar													1350	1150	1320					
KARLSTAD.....Ar																1310	1050	1255		
HULTSFRED.....Ar																			1230	1040

LUFTHANSA GERMAN AIRLINES

036 ①	034 ②④	032 ③⑤	German-England Viking	035 ②③④ ⑤⑥
Read Down			Read Up	
2200	2100	2315	Lv FRANKFURT.....Ar	0800
	2150		Ar STUTTGART.....Lv	
	2230		Lv STUTTGART.....Ar	
2255			Ar DUSSELDORF.....Lv	0700
2345			Lv DUSSELDORF.....Ar	0610
0055	0055	0055	Ar LONDON.....Lv	0305

U.S.A. - EUROPE

041 ②	041 ⑤	DC-4	040 ④	040 ⑦
Read Down		Read Up		
1630	2130	Lv NEW YORK.....Ar	1615	2015
		Ar MANCHESTER.....Lv		0425
		Lv MANCHESTER.....Ar		0225
1700	2200	Ar FRANKFURT.....Lv	2355	2355

MACROBERTSON MILLER AIRLINES (MMA)

722 ④	722 ④	722L ⑥	DC-3	721 ⑦	721L ⑤
Read Down			Read Up		
0515	0515	0515	Lv PERTH.....Ar	1330	1505
0700	0700	0700	Ar GERALDTON.....Lv		
0720	0720	0720	Lv GERALDTON.....Ar		
0915	0915	0915	Ar CARNARVON.....Lv		
0935	0935	0935	Lv CARNARVON.....Ar		
1140	1140	1140	Lv ONSLOW.....Lv		
	1215		Lv MARDIE.....Ar		
			MEEKATHARRA.....Lv		1225
			MEEKATHARRA.....Ar		1205
1305	1315	1305	Lv ROEBOURNE.....Lv		
1355	1405	1355	Ar PORT HEDLAND.....Lv		
1425	1435	1425	Lv PORT HEDLAND.....Ar		
1600	1610		Lv ANNA PLAINS.....Lv		
1715	1715	1640	Lv BROOME.....Ar		
1800	1810	1735	Ar DERBY.....Lv	0615	0605

MALAYAN AIRWAYS (MAL)

122 ✚	106 ✚	DC-3	119 ✚
Read Down		Read Up	
0425	0455	Lv SINGAPORE.....Ar	0330
0600		Ar KUALA LUMPUR.....Lv	0200
	0700	Ar IPOH.....Ar	
	0730	Lv IPOH.....Ar	
	0810	Ar PEANG.....Ar	

MIDDLE EAST AIRLINES (MEA)

616 ②	618 ⑤	Y-Avro York	615 ①	617 ④
Read Down		Read Up		
0330	0600	Lv LONDON.....Ar	0850	1100
0720		Ar BASLE.....Lv		0905
0820		Lv BASLE.....Ar		0800
	1045	Ar MILAN.....Ar		
	1145	Lv MILAN.....Ar		
1130		Ar ROME.....Lv	0430	0445
1235		Lv ROME.....Ar	0330	0330
1725	1725	Ar ATHENS.....Ar		
1825	1825	Lv ATHENS.....Ar		
2215	2215	Ar BEIRUT.....Lv	2100	2100
720 ③	773 ⑦	770 ⑥	726 ③	727 ③
Read Down		Read Up		
0200	0100	0200	Lv BEIRUT.....Lv	1830
			Ar BAGHDAD.....Lv	1600
			Lv BAGHDAD.....Ar	1740
			Ar KUWAIT.....Lv	1420
			Lv KUWAIT.....Ar	1210
			Ar DHAKRA.....Ar	1055
			Lv DHAKRA.....Ar	0845
			Ar DO HA.....Ar	
			Lv DO HA.....Ar	
			Ar BAHRAIN.....Lv	1230
			Lv TEHERAN.....Lv	1400
0730	0820			
	0940			
	1030			
	1145			
	1230			
	1115			
		1340		

MARITIME CENTRAL AIRWAYS (MAR)

25 ④	DC-3, C-46, DC-4	26 ④
Read Down	Read Up	
1100	Lv MONCTON.....Ar	1930
1430	Ar GOOSEBAY.....Ar	1600

NORTHWEST AIRLINES (NW)

524 ①② ③④ ⑤⑥ ⑦	526 ①② ③④ ⑤⑥ ⑦	528 ①② ③④ ⑤⑥ ⑦	580 ①② ③④ ⑤⑥ ⑦	DC-6 Combination	581 ①② ③④ ⑤⑥ ⑦	527 ①② ③④ ⑤⑥ ⑦	525 ①② ③④ ⑤⑥ ⑦
Read Down				Read Up			
0015				0730	Lv ANCHORAGE.....Ar	0455	
0107				1500	Ar SEATTLE.....Lv	0115	
0135					Lv SEATTLE.....Ar		
0844					Ar PORTLAND.....Lv		
					Lv PORTLAND.....Ar		
					Ar BILLINGS.....Lv		
					Lv BILLINGS.....Ar		
					Ar MINNEAPOLIS.....Lv		
					Lv MINNEAPOLIS.....Ar		
					Ar MADISON.....Lv		
					Lv MADISON.....Ar		
					Ar MILWAUKEE.....Lv		
					Lv MILWAUKEE.....Ar		
					Ar DETROIT (RML).....Lv		
					Lv DETROIT (RML).....Ar		
					Ar NEW YORK (IDL).....Lv		
2130	1300						
	1407						
	1425						
2251	1501						
2320	1520						
0133	1733						
0205	1800						
0410	2005						
						0512	1803
							1650
							1631
							1555
						0340	1534
						0309	1515
						0250	1450
						0220	1450
						2345	1215

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

PACIFIC NORTHERN AIRLINES (PN)

Seattle -- Ketchikan -- Juneau -- Yakutat -- Cordova -- Anchorage S Lockheed Constellation Speedpak

3 23 45 67	3 23 45 67	5 X	1B 2 45	1A 15	1 37	Read Down	Read Up	2 46	2A 5	2B 37	4 X	4 1 23 45	6 23 45 67
2340 0030	0830	0730 1010 1155 1300 1330	0730 1010 1155 1240 1400	0730 1010 1155	0730 1010 1155	Lv PORTLAND...Ar Ar SEATTLE - TAKOMA...Lv Lv SEATTLE - TAKOMA...Ar Ar KETCHIKAN (Annette Is.)...Lv Ar JUNEAU...Lv Ar YAKUTAT...Lv Ar CORDOVA...Lv Ar ANCHORAGE...Lv	Lv PORTLAND...Ar Ar SEATTLE - TAKOMA...Lv Lv SEATTLE - TAKOMA...Ar Ar KETCHIKAN (Annette Is.)...Lv Ar JUNEAU...Lv Ar YAKUTAT...Lv Ar CORDOVA...Lv Ar ANCHORAGE...Lv	1715 1445 1300 0820 0700	1715 1445 1300 F 0820 0700	1715 1445 1300 1000 0700	2125 1400	2250 2200	0500 1235

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

160 X	DC-6A	161 X	161
Read Down	Read Up	Ex	Ex
0300	Lv NEW YORK (IDL)...Ar	1055	1110
0845	Ar GANDER...Lv	0715	0745
0930	Lv GANDER...Ar	0630	0645
2000	Ar SHANNON...Lv	0045	0100
2045	Lv SHANNON...Ar	2359	0015
2235	Ar LONDON...Lv	2200	2215
0030	Lv LONDON...Ar	2005	2015
	Ar AMSTERDAM...Lv	1940	1950
	Lv AMSTERDAM...Ar	1855	1905
	Ar DUSSELDORF...Lv		1810
	Lv DUSSELDORF...Ar		1725
0400	Ar FRANKFURT...Lv	1730	1630

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive Eastbound Daily Except Tu	Depart Westbound Daily Except Tu	Minimum Transatlantic Load
STUTTGART	6 15	14 45	500 kg
MUNICH	6 40	14 15	900 kg
VIENNA	7 30	13 25	1700 kg
BERLIN	7 00	14 00	1200 kg

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 7	C-54	392 6
1200	Lv MIAMI...Ar	1505
1735	Ar PANAMA...Lv	930
930	Lv PANAMA...Ar	1645
F	Ar CALI...Ar	F
F	Ar QUITO...Ar	F
F	Ar GUAYAQUIL...Ar	F
F	Ar TALARA...Ar	F
1640	Ar LIMA...Lv	930
500	Lv LIMA...Ar	
900	Ar ARICA...Ar	
F	Ar LA PAZ...Ar	
1115	Ar COCHABAMBA...Lv	

PAA-U.S.A.-LATIN AMERICA

345 1	307 7	341 2	341 6	353 7 2 5	301 X	323 Ex 7 1	339 X	C-54	DC-6A	302 X	304 2	304 5	324 4	324 1	340 X 3 6	342 1	308 1	354 7 2	322 3 5 6
0530	1000	0700	0630	0945	0230	2330	2130	Lv NEW YORK...Ar	Lv NEW YORK...Ar	0100	1845	1115	1135	1750	1220	1950		1350	1410
								Ar MIAMI...Lv	Ar MIAMI...Lv									f	f
								Lv MIAMI...Ar	Lv MIAMI...Ar									f	f
								Ar CAMAGUEY...Lv	Ar CAMAGUEY...Lv									f	f
								Lv CAMAGUEY...Ar	Lv CAMAGUEY...Ar									f	f
								Ar KINGSTON...Lv	Ar KINGSTON...Lv									f	f
								Ar PORT AU SPAIN...Lv	Ar PORT AU SPAIN...Lv									f	f
								Lv PORT AU SPAIN...Ar	Lv PORT AU SPAIN...Ar									f	f
								Ar C. TRUJILLO...Lv	Ar C. TRUJILLO...Lv									f	f
								Lv C. TRUJILLO...Ar	Lv C. TRUJILLO...Ar									f	f
								Ar SAN JUAN...Lv	Ar SAN JUAN...Lv									f	f
								Lv SAN JUAN...Ar	Lv SAN JUAN...Ar									f	f
								Ar CARACAS...Lv	Ar CARACAS...Lv									f	f
								Lv CARACAS...Ar	Lv CARACAS...Ar									f	f
								Ar MARACAIBO...Lv	Ar MARACAIBO...Lv									f	f
								Lv MARACAIBO...Ar	Lv MARACAIBO...Ar									f	f
								Ar PANAMA CITY...Lv	Ar PANAMA CITY...Lv									f	f
								Lv PANAMA CITY...Ar	Lv PANAMA CITY...Ar									f	f
								Ar PORT OF SPAIN...Lv	Ar PORT OF SPAIN...Lv									f	f
								Lv PORT OF SPAIN...Ar	Lv PORT OF SPAIN...Ar									f	f
								Ar GEORGETOWN...Lv	Ar GEORGETOWN...Lv									f	f
								Lv GEORGETOWN...Ar	Lv GEORGETOWN...Ar									f	f
								Ar PARAMARIBO...Lv	Ar PARAMARIBO...Lv									f	f
								Lv PARAMARIBO...Ar	Lv PARAMARIBO...Ar									f	f
								Ar CAYENNE...Lv	Ar CAYENNE...Lv									f	f
								Lv CAYENNE...Ar	Lv CAYENNE...Ar									f	f
								Ar BELEM...Lv	Ar BELEM...Lv									f	f
								Lv BELEM...Ar	Lv BELEM...Ar									f	f
								Ar RIO DE JANEIRO...Lv	Ar RIO DE JANEIRO...Lv									f	f
								Lv RIO DE JANEIRO...Ar	Lv RIO DE JANEIRO...Ar									f	f
								Ar SAO PAULO...Lv	Ar SAO PAULO...Lv									f	f
								Lv SAO PAULO...Ar	Lv SAO PAULO...Ar									f	f
								Ar PORTO ALEGRE...Lv	Ar PORTO ALEGRE...Lv									f	f
								Lv PORTO ALEGRE...Ar	Lv PORTO ALEGRE...Ar									f	f
								Ar MONTEVIDEO...Lv	Ar MONTEVIDEO...Lv									f	f
								Lv MONTEVIDEO...Ar	Lv MONTEVIDEO...Ar									f	f
								Ar BUENOS AIRES...Lv	Ar BUENOS AIRES...Lv									f	f

Flt 307 will make flagstops at St. Croix, Antigua and Barbados.

Flt 353 will make flagstop at Montego Bay.

Flt 308 will make flagstops at St. Croix, Antigua and Barbados.

(PAA)

RIDDLE AIRLINES (RD)

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	Read Down	Read Up	②	⑤	⑦	①	④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....	Ar	1415	1800	2045	1900	1800	1400	0415	1800
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas.....	Lv	↑	↑	↑	1200	↑	↑	↑	↑
2300	0445	0305	0100	0445	0305	0730	0445	0305	-- BARCELONA, Muntadas.....	Ar				1100				
2345	0530	0350	0145	0530	0350	0815	0530	0350	Ar KINGSTON, Palisadoes.....	--								
F	F	F		F	F	F	F	F	Lv KINGSTON, Palisadoes.....	--								
↓	↓	↓	0545	↓	↓	↓	↓	↓	-- ARUBA.....	--					0800			
0445	1000	0820		1000	0820	1245	1000	0820	Ar MARACAIBO, Gr. De Oro.....	Lv	1000	1145	1430	1000	1145		1000	1145
									-- MARACAIBO, Gr. De Oro I.....	--								
									Ar CARACAS, Maiquetia.....	Lv								

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA (SAB)

247 C-47 ③ ⑦	104 C-47 ② ③ ④ ⑤ ⑥	205 C-47 A ② ③ ④ ⑤	149 ↓ ② ④	150 ↓ ⑤ ①	←DC-6A	149 ↓ P B ② ④	206 C-47 ③ ④ ⑤	206 C-47 D ⑤	150 ↓ P E ① ⑤	103 C-47 ② ③ ④ ⑤ ⑥	248 C-47 ③ ⑤ ⑦
Read Down					Read Up						
2200					Lv NEW YORK (Idl).....Ar	1125					
1445					Ar MANCHESTER.....Lv	0050					
1530					Lv MANCHESTER.....Ar	2330					
1810					Ar BRUSSELS.....Lv	2230					
0655	0145	2200	2230		Lv BRUSSELS.....Ar		0420	0520	1810	0445	2020
		2255			Ar LONDON.....Lv		0130	0230			
	0250		2330		Lv LONDON.....Ar				1530	0345	
					Ar MANCHESTER.....Lv						1555x
					Ar AMSTERDAM.....Lv						1505x
					Ar NICE.....Lv						1345
					Lv NICE.....Ar						
					Ar MILAN.....Lv						

x Optional Landing

211 C47 6	101 C47 x	215 C47 ①	115 C47 ② A	115 Sup Frt ② B	213 C47 ③	213 C47 ④	113 C47 ④	113 Sup Frt ④ D	213 C47 ⑤	Read Down	Read Up	216 C47 ①	118 C47 ② A	116 Spr Frt ② B	218 C47 ③	218 C47 ④	114 C47 ④ C	114 Sup Frt ④ D	218 C47 ⑤	212 C47 ⑥	102 C47 Ex ①
835	2105	1735	1510	1600	1345	1345	1405	1500	1345	Lv BRUSSELS.....Ar	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	0100
	2235	1845								Ar PARIS.....Lv	1930	1930	1930	1930	1930	1930	1930	1930	1930	1930	2335
			1700	1730			1630	1700		Ar NICE.....Lv		1800	1830				1800	1800			
					1620	1620			1620	Ar COLOGNE.....Lv											
										Ar COLOGNE.....Ar											
										Ar FRANKFURT.....Lv											
										Ar STUTTGART.....Lv											
										Lv STUTTGART.....Ar											
										Ar NUREMBERG.....Lv											
										Lv NUREMBERG.....Ar											
										Ar VIENNA.....Lv											

- Until December 30
- From January 6

C - Until December 25
D - From January 1

LE 105 DC-4 ①	LE 099 DC-4 ②	LE 107 DC-4 ③	LE 101 DC-4 ⑥	LE 103 DC-4 ⑦	Read Down	Read Up	LE 106 DC-4 ①	LE 100 DC-4 ②	LE 108 DC-4 ④	LE 102 DC-4 ⑥	LE 104 DC-4 ⑦
1000	0100	0700	0100	0100	Lv BEIRUT.....Ar	1730	1100	1445	1100	1800	
		1115			Ar BAGHDAD.....Lv			1230			
		1215			Lv BAGHDAD.....Ar			1130			
		1500			Ar TEHERAN.....Lv			1000			
			0630	0630	Ar KUWAIT.....Lv	1400	0730		0730	1430	
					Lv KUWAIT.....Ar	1300				1330	
					Ar DHARHAN.....Lv						
					Lv DHARHAN.....Ar						
					Ar DOHA.....Lv						
					Lv DOHA.....Ar						
					Ar BAHRAIN.....Lv	1230				1300	

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran.
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.
No Local Traffic Between Kuwait and Bahrain in Either Direction.
No Local Traffic Between Baghdad and Teheran in Either Direction.

133 SUP FRT ① A	121 SUP FRT ⑤ B	Read Down	Read Up	122 SUP FRT ③ C	124 SUP FRT ⑤ D	122 SUP FRT ① D	122 SUP FRT ④ E
1230	1100	Lv BRUSSELS.....Ar	0710	0610	0710	0910	
2030	1900	Ar TRIPOLI.....Lv	0040	2340	0040	0240	
2115	1945	Lv TRIPOLI.....Ar	2340	2240	2340	0140	
	0210	Ar KANO.....Lv					
	0255	Lv KANO.....Ar					
x	0920	Ar FORT LAMY					
0915		Ar STANLEYVILLE.....Lv	1000	0900	1000	1200	
		Ar LEOPOLDVILLE.....Lv					

A-November 17 to December 30. D-November 16 to Dec. 29
B-From November 7. E-From December 31.
C-November 4 to November 12.

279 ③	295 C-47 ②	Read Down	Read Up	294 C-47 ③	478 ②
	1515	Lv BUKAVU.....Ar	1100		
	1545	Ar USUMBURA.....Lv	1030		
1000		Lv USUMBURA.....Ar			1100
1230		Ar KAMINA.....Lv			
1315		Lv KAMINA.....Ar			
1415		Ar KOLWEZI.....Lv			
1450		Lv KOLWEZI.....Ar			
1545		Ar ELIZABETHVILLE.....Lv			0800

484 ①	464 ⑤ A	Read Down	Read Up	485 ②	464 C-47 ②
	0600	Lv LEOPOLDVILLE.....Ar			1730
	0880	Ar COQUILHATVILLE.....Lv			1530
	0900	Lv COQUILHATVILLE.....Ar			1500
		Ar BOENDE.....Lv			
		Lv BOENDE.....Ar			
	1230	Ar LIBENGE.....Lv			1315
		Lv LIBENGE.....Ar			
1445		Ar STANLEYVILLE.....Lv	1020		
1635		Ar BUNIA.....Lv	0830		

Irregular flight.

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SAM AIRLINES

999 ⑤	888 ⑤	C-46	887 ③	998 ④
		Read Down	Read Up	
0300		Lv MIAMI.....Ar		2000
0800		Ar SAN ANDRES.....Lv		
0900		Lv SAN ANDRES.....Ar		
1115		Ar CARTAGENA.....Lv		
1200	1145	Lv CARTAGENA.....Ar	1445	
	1215	Ar BARRANQUILLA.....Lv	1415	1400
		Lv BARRANQUILLA.....Ar	1315	1300
1350	801 ③	Ar MEDELLIN.....Lv	1130	
1450	0600	Lv MEDELLIN.....Ar	1030	
1550	0700	Ar BOGOTA.....Lv	0930	1100
1645	0800	Lv BOGOTA.....Ar	0830	1000
1800		Ar CALI.....Lv	0715	
	1200	Ar LETICIA.....Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3	003 ②
② ③ ④ ⑤	Read Down	Read Up
2350	Lv COPENHAGEN, Kastrup.....Ar	0620
0245	Ar AMSTERDAM, Schiphol.....Lv	0330

SEABOARD AND WESTERN (SBW)

100 ⑦	104 ②	100 ②	102 ④	100 ③	104 ④	100 ④	104 ⑤	100 ⑥	104 ⑦	Read Down	Read Up	101 ⑦	105 ③	101 ②	105 ③	101 ③	105 ④	101 ④	105 ⑤	101 ⑤	105 ⑥	101 ⑥	105 ⑦
0330	0330	0330	0330	0330	0330	0330	0330	0330	0330	Lv NEW YORK...Ar	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225
1945	1945	1945	1945	1945	1945	1945	1945	1945	1945	Ar SHANNON...Lv	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340
2100	2330	2100	2330	2100	2330	2100	2330	2100	2330	Lv SHANNON...Ar	0210	0003	0210	0003	0210	0003	0210	0003	0210	0003	0210	0003	0210
2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	Ar LONDON...Lv	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020
2335	2335	2335	2335	2335	2335	2335	2335	2335	2335	Lv LONDON...Ar	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320
①	③	③	③	③	③	③	③	③	③	Ar GLASGOW...Lv	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010
①	③	③	③	③	③	③	③	③	③	Ar AMSTERDAM...Lv	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730	1730
①	③	③	③	③	③	③	③	③	③	Ar HAMBURG...Lv	1530	1530	1530	1530	1530	1530	1530	1530	1530	1530	1530	1530	1530
①	③	③	③	③	③	③	③	③	③	Ar BRUSSELS...Lv	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310
①	③	③	③	③	③	③	③	③	③	Ar COLOGNE...Lv	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300
①	③	③	③	③	③	③	③	③	③	Ar DUSSELDORF...Lv	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250
①	③	③	③	③	③	③	③	③	③	Ar FRANKFURT...Lv	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130
①	③	③	③	③	③	③	③	③	③	Lv FRANKFURT...Ar	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055
①	③	③	③	③	③	③	③	③	③	Ar DUSSELDORF...Ar	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055
①	③	③	③	③	③	③	③	③	③	Ar COLOGNE...Ar	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005
①	③	③	③	③	③	③	③	③	③	Ar NURNBERG...Lv	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920
①	③	③	③	③	③	③	③	③	③	Ar MUNICH...Lv	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815
①	③	③	③	③	③	③	③	③	③	Ar STUTTGART...Lv	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815
①	③	③	③	③	③	③	③	③	③	Ar PARIS...Lv	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200	2200
①	③	③	③	③	③	③	③	③	③	Lv PARIS...Ar	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120
①	③	③	③	③	③	③	③	③	③	Ar F - CHA-TEAUROUX...Lv	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120	2120
①	③	③	③	③	③	③	③	③	③	Ar GENEVA...Lv	2030	2030	2030	2030	2030	2030	2030	2030	2030	2030	2030	2030	2030
①	③	③	③	③	③	③	③	③	③	Ar BASEL...Lv	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
①	③	③	③	③	③	③	③	③	③	Ar ZURICH...Lv	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
①	③	③	③	③	③	③	③	③	③		①	①	①	①	①	①	①	①	①	①	①	①	①

*-Constellation.
○-DC-4
①-C-46

S-Flagstop
A-Flagstop at Wiesbaden on Monday.
F-Service to Chateauroux only to accommodate military traffic.

SWISSAIR (SR)

704 ① ② ③ ④ ⑤	791 ②	793 ⑤	DC-6A	792 ⑤	790 ⑦	705 ② ③ ④ ⑤ ⑥
			Read Down			
	2200	2355	Lv NEW YORK.....Ar	0850	2200	
			Ar MANCHESTER.....Lv	2225	1135	
			Lv MANCHESTER.....Ar	2135	1045	
			Ar GENEVA.....Lv	1950	0900	
			Lv BASLE.....Ar	1920	0830	
		2115	Ar GENEVA.....Lv			
		2115	Lv GENEVA.....Ar			
		2205	Ar ZURICH.....Lv	1850	0800	
			Lv ZURICH.....Ar		2325	
			Ar GENEVA.....Lv		2235	
2310			Lv ZURICH.....Ar			0715
2350			Ar BASLE/MULHOUSE.....Lv			0640
0020			Lv BASLE/MULHOUSE.....Ar			0610
0300			Ar AMSTERDAM.....Lv			0340

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL (TACA)

801 ①③ ⑤	525 ② ④	801 ② ④	101 ② ④	101 ⑥	401 ⑥	DC-4		400 ①	400 ③	100 ① ③	100 ⑤	800 ②④ ⑤⑥	526 ① ③
0100		0400			0130	Read Down	Read Up						
	0600	↓		0700	Lv NEW ORLEANS.....Ar			2005	1410			1915	
					Lv MEXICO CITY.....Ar			↑			1830	↑	1600
					0600 Ar BELIZE.....Lv				1010				
					0620 Lv BELIZE.....Ar				0955				
					0745 Ar GUATEMALA CITY.....Lv			1510	0830		1510		1300
0630	0925	0930		1025	0825 Lv GUATEMALA CITY.....Ar			1445	0815		1445		1145
0730	↙	1030		1100	0910 Ar SAN SALVADOR.....Lv			1400	0730		1400	1400	1100
0815		1115		1145	1000 Lv SAN SALVADOR.....Ar					1345	1345		
			1215	1215	1055 Ar TEGUCIGALPA.....Lv			1300		1300	1300		
			1310	1310	1335 Lv TEGUCIGALPA.....Ar			1240		1240	1240		
			1335	1335	1430 Ar MANAGUA.....Lv			1145		1145	1145		
			1430	1430	1455 Lv MANAGUA.....Ar			1130		1130	1130		
			1455	1455	1605 Ar SAN JOSE.....Lv			1020		1020	1020		
			1605	1605									

TRANS-AUSTRALIA AIRLINES (TAA)

111909	1913	1915	1917	1919	1929	1923	1925	1927	1948	1942	1902	1904	DC-3	1912	1910	1916	1918	1920	1930	1924	1926	1928	1949	1943	1901	1903																																																																																																																																																																				
①②③④⑤⑥	①②③④⑤⑥	⑦①②③④⑤	③⑦③③⑤	③⑤	⑤	③④⑤⑥	③⑤⑤	⑤	④	⑦④④	①②③④⑤⑥	④	Read Down Read Up	⑧⑥⑦①③③⑤	⑧⑥⑦①③③⑤	⑦①②③④⑤	③⑦③③⑤	③⑤	⑤	③④⑤⑥	③⑤⑤	⑤	④	①⑤④	①②③④⑤⑥																																																																																																																																																																					
300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	300330041513400530060013451340160006300600050022301500	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	Lv MELBOURNE.....Ar Ar WYNARD.....Lv Lv WYNARD.....Ar Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar LAUNCESTON.....Lv Lv LAUNCESTON.....Ar Ar HOBART.....Lv Lv SYDNEY.....Ar Ar SYDNEY.....Lv Ar BRISBANE.....Lv Ar ADELAIDE.....Lv Lv ADELAIDE.....Ar Ar PERTH.....Lv	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	1045083520351140110519551845201013151240011003002335	104508352035114011051955184520101315124001

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TRANSA-CHILE

② Bi-weekly on ②	80 ②⑤	50A ②	50 ⑤	C-46 Read Down Read Up	51 ⑥	51A ②	81 ③⑥	③ Bi-weekly on ②
1200 ↓ 1810 ↓ 1855	0700 ↓ 1020 ↓ 1005 ↓ 1315 ↓ 1400 ↓ 1715	0500 ↓ 0900 ↓ 0945 ↓ 1155	1400 ↓ 1800 ↓ 1845 ↓ 2055	Lv SANTIAGO.....Ar Ar ANTOFAGASTA...Lv Lv ANTOFAGASTA...Ar Ar ARICA.....Lv Lv ARICA.....Ar Ar BARILOCHE.....Lv Lv BARILOCHE.....Ar Ar COYHAIQUE (1)...Lv Lv COYHAIQUE (1)...Ar Ar PUNTA ARENAS...Lv Ar LIMA (f).....Lv Lv LIMA (f).....Ar Ar GUAYAQUIL (f)...Lv Lv GUAYAQUIL (f)...Ar Ar PANAMA.....Lv Lv PANAMA.....Ar Ar CARACAS.....Lv	2055 ↓ 1655 ↓ 1610 ↓ 1400	2155 ↓ 1755 ↓ 1710 ↓ 1500	1815 ↑ 1255 ↑ 0855 ↑ 0810 ↑ 0600 ↑ 0450	1255 ↓ 0855 ↓ 0810 ↓ 0600 ↓ 0450

(1) Technical Landing. Landing. 50A, 51A Optional Flight.

TURKISH AIRLINES (THY)

107	DC-3 Read Down Read Up	108
0830	Lv ANKARA, Esenboga.....Ar	1050
1005	Ar ISTANBUL, Yesilkoy...Lv	0915

U.A.T. AEROMARITIME (AMA)

AMA 098 CRG ⑥	097 CRG ①	093 CRG ③	091 CRG ④	UT 953 ④	* ⑥	DC-4 Read Down Read Up	* ⑦
1300 ↓ 1635	0745 ↓ 0935 ↓ 1015 ↓ 1150 ↓ 1230 ↓ 1315	0545 ↓ 0800 ↓ 0850 ↓ 1150 ↓ 1230 ↓ 1315	0545 ↓ 1400	1900 ↓ 0100 ↓ 0200 ↓ 0630	1610 ↓ 0005 ↓ 0105 ↓ 0730	Lv PARIS-LeBOURGETAr Ar TRIPOLI.....Lv Lv TRIPOLI.....Ar Ar FORT LAMY.....Lv Lv FORT LAMY.....Ar Ar BRAZZAVILLE...Lv Lv BRAZZAVILLE...Ar Ar N'GAOUNDERE...Lv Lv N'GAOUNDERE...Ar Ar DOUALA.....Lv Lv DOUALA.....Ar Ar LIBREVILLE...Lv Lv LIBREVILLE...Ar Ar PORT-GENTIL...Lv Ar BANGUI.....Lv	0040 ↓ 1850 ↓ 1750 ↓ 0930

*Every other week.

UNITED AIRLINES (UA)

95 #EX 6 7	93 #EX 6 7	97 #EX 6 7	99 #EX 6 7	▲-DC-6A; ▲-DC-6	92 #EX 5 6 7	90 #EX 6 7	94 #EX 6 7	92 #EX 6	98 #EX 6 7	96 #EX 7
				Read Down	Read Up					
		2230		Lv BOSTON.....Ar					0847	
		2313		Ar HARTFORD/SPRINGFIELD...Lv					0805	
		0010		Lv HARTFORD/SPRINGFIELD...Ar					0725	
		↓	0145	Lv NEW YORK (LGA).....Ar					0640	0440
		0105		Ar NEW YORK (IDL).....Lv					0540	
2340		0200		Lv NEW YORK (IDL).....Ar			1335			
↓				Lv NEWARK.....Ar	1600					
	2230			Ar PHILADELPHIA...Lv	1525			1905	0500	
	2310			Lv PHILADELPHIA...Ar	1433			1830	0357	
	0010			Ar CLEVELAND...Lv				1742	0225	
	↓	0418		Lv CLEVELAND...Ar				1610	0127	
	0235	0520		Ar DETROIT...Lv				1527		
	0333	↓		Lv DETROIT...Ar	1235					
	0350	0557	0415	Ar CHICAGO (MDW)...Lv	1135					
	0515	0725		Ar CHICAGO (MDW)...Ar	0925	0945			2300	0100
0220		1025		Lv CHICAGO (MDW)...Lv	0725	0750				
0340		1125		Ar DENVER...Lv			1332			
				Lv DENVER...Ar			0915			
				Ar LOS ANGELES (BUR)...Lv		2330	0730			
	1040	1415		Ar LOS ANGELES (BUR)...Ar		2209			0030	
				Ar LOS ANGELES (LAX)...Lv		2145			2322	
				Ar SAN FRANCISCO...Lv	2245					
				Lv SAN FRANCISCO...Ar			0240	2145		
0930				Ar LOS ANGELES (LAX)...Lv			0110			
							2330			

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down Read Up	666 ⑥	967 ⑥
0612 ↓ 1115 ↓ 1145 ↓ F ↓ F ↓ F ↓ F ↓ 1520 ↓ 1540 ↓ F ↓ 1655	0300 ↓ 0430 ↓ 0500 ↓ 0800	Lv RIO DE JANEIRO.....Ar Ar SAO PAULO.....Lv Lv SAO PAULO.....Ar Ar PORTO ALEGRE, Salgado Filho...Lv Ar VITORIA.....Lv Ar BELMONTE.....Lv Ar SALVADOR, Ipatanga.....Lv Lv SALVADOR, Ipatanga.....Ar Ar ARACAJU, Municipal.....Lv Ar PROPRIA.....Lv Ar PENEDE.....Lv Ar MACEIO, Tab. do Pinto.....Lv Ar RECIFE, Iba. Guar.....Lv Lv RECIFE, Iba. Guar.....Ar Ar JOAO PESSOA, Santa Rita.....Lv Ar NATAL, Parnamirim.....Lv	0330 ↓ 0200 ↓ 0130 ↓ 2230	1540 ↑ F ↑ 1040 ↑ F ↑ 1010 ↑ F ↑ F ↑ F ↑ 0635 ↑ 0615 ↑ F ↑ 0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapico, Carazinho, Passo Fundo, Erechim, Florianópolis, União Vitoria, Curitiba and all Varig stations along the Brazilian coast.

WHEELER AIRLINES

101 P ②⑤	DC-3 Read Down Read Up	102 P ②⑤
0915 ↓ 1225	Lv VAL D'OR.....Ar Ar GREAT WHALE.....Lv	1630 ↓ 1320

**MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.**

CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadaair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Fairchild F-27	Lockheed Constellation	Lockheed Lodestar	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Constellation 1049-B
AA.....	--	--	--	--	150	--	--	150	--	75	200	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
AL.....	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--
AX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	--	--	--	100	100	--	100	--	--	--	75	--	100	--	--	--	--	--	--	150	185	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	68	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	100	100	--	--	--	--	--	--	70	--	--	--	--	--	--	150	--	--	--	--	--
CO.....	--	--	--	--	150	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	70	--	70	--	--	--	--	150	185	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	70	100	--	--	--	--	--	--	--	100	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	200	100	--
KLM.....	--	--	--	--	100	--	200	100	--	150	--	--	--	75	--	70	--	--	--	--	--	--	200	--	--	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	100	70	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	150	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--
NW.....	100	--	--	--	--	--	100	--	200	75	--	75	--	--	--	--	--	--	--	200	--	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	70	--	--	--	--	--	--	185	200	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--
SAB.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
TACA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	75	--	--	--	--	150	--	--	--	--	--
TRC.....	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	--	--	--	100	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	--	200	--	300
UA.....	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
WA.....	--	--	--	--	75	75	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.	LAN	LA	045	Lineas Aereas Nacionales
AJ	AE	135	Arab Airways (Jerusalem) Ltd.	LA NIC	NI	176	Lineas Aereas de Nicaragua, S.A.
ACA	AK	26F, 026-84, 151	Alaska Coastal Airlines	LAP	LA	046	Loide Aereo Nacional, S.A.
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.	LAV	LV	046	Lineas Aereopostales Venezolanas
AD	AD	103	Adan Airways Limited	LC	LC	026	Linea Central Airlines
AERONAVES	AM	139	Aerovias de Mexico, S.A.	LH	LH	220	Deutsche Lufthansa Airlinesgesellschaft
AET	NH	052	Aeroline Eireann Tra	LI	LI	227	(Icelandic Airlines) Loftididir hf
AF	AF	057	Air France	LN	LN	067	Linea Nacional de Aviaci
AFL	SU	098	Aeroflot	LLC	CC	223	Lloyd Aereo Colombiano
AI	AI	098	Air India International	LN	LN	067	Linea Nacional de Aviaci
AIRCEY	AE	104	Air Ceylon Limited	LOT	LO	080	Polish State Airlines Ltd
AJ	AJ	148	Air Jordan	LX	LX	225	Los Angeles Airways, Inc.
AK	AK	148	Air Kruise (Ken), Ltd.	MA	MA	127	Malayan Airways, Ltd.
AL	AL	037	Allegheny Airlines, Inc.	MAL EV	MA	182	Hungarian Air Transport-MAL EV
ALG	AL	124	Air Algerie	MAR	MR	022	Maritime Central Airways
ALT	ET	053	Aer Lingus Teoranta	MEA	ME	076	Middle East Airlines Co.
ANA	AN	090	Ansett-Australian National	MEK	ME	213	Mackay Airlines, Inc.
ANSETT	AP	152	Ansett Airways Pty., Ltd.	MMA	MM	181	MacRobertson-Airline, Ltd.
AT	AX	329	Aer Transportes, S.A.	MN	MN	210	Manx Airlines Limited
AV	HP	123	Aerovias Paname	MO	MO	034	Mohawk Airlines, Inc.
AQU	AQ	112	Aquila Airways Limited	MOS	MT	216	Morton Air Services Limited
ARG	AR	044	Aerolineas Argentinas	MS	MS	077	Misair, SAE
ASA	AS	027	Alaska Airlines, Inc.	NACIONAL	NA	208	Transportes Aereos Nacionales, Ltd.
ATM	AT	147	Compagnie Nationale de Transport Aeriens	NA	NA	010	National Airlines, Inc.
ATSA	AT	141	Aero Transportes, S.A.	NC	NC	084	Northern Consolidated Airlines, Inc.
AVENSA	VE	128	Aerovias Venezolanas, S.A.	NE	NE	011	Northeast Airlines, Inc.
AVIACO	AO	110	Aviacion y Comercio, S.A.	NO	NO	032	North Central Airlines, Inc.
AVN	AC	26K, 026-3, 134	Aerovias Nacionales de Colombia, S.A.	NW	NW	012	Northwest Airlines, Inc.
AW	AW	121	Alwork Limited	NY	NY	332	New York Airways, Inc.
AZ	AZ	055	ALITALIA-Linee Aeree Italiane	NZ	NZ	078	New Zealand National Airways Corp.
BAHAMAS	BH	116	Bahamas Airways, Ltd.	OAS	OA	050	Olympic Airways, S.A.
BAT	BT	225	Burley Air Transport Pty., Ltd.	OL	OL	213	Olley Air Service, Ltd.
BEA	BE	060	British European Airways Corp.	OZ	OZ	041	Osark Air Lines, Inc.
BGAL	BK	137	British Guiana Airways, Ltd.	PAA	PA	26P, 026-1, 12, 13, 14, 15	Pan American World Airways System
BKS	BK	137	BKS Air Transport, Ltd.	PAB	PB	26R, 026-4, 111	Pan American World Airways System
BL	BL	039	Bonanza Air Lines, Inc.	PAL	PR	079	Philippine Air Lines
BN	BN	001	Brantford International Airways, Inc.	PANAGRA	PG	26L, 026-6, 109	Pan American-Grace Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.	PI	PI	030	Piedmont Aviation, Inc.
BRITAVIA	BT	225	Britavia, Limited	PIA	PK	214	Pakistan International Airlines
BWA	BA	106	British West Indian Airways, Ltd.	PLUNA	PU	031	Primarias Lineas Uruguayas de Navegacion Aerea
CA	CA	013	Capital Airlines, Inc.	PC	PC	031	Pacific Air Lines
CAA	CE	063	Central African Airways Corp.	PT	PT	031	Provincetown-Boston Airlines, Inc.
CAS	CE	139	Combarian Airways, Ltd.	QAPL	QE	088	Queensland Airlines Pty., Ltd.
CAT	CI	160	Cathay Pacific Airways, Ltd.	QBA	QB	088	Quebecair, Inc.
CATHAY	CX	160	Cathay Pacific Airways, Ltd.	QCA	QC	088	Queen Charlotte Airlines, Ltd.
CAUSA	CB	113	Compania Aeronautica Uruguaya, S.A.	QEA	QE	088	Quebecair, Inc.
CBA	CB	113	Caribbean Atlantic Airlines, Inc.	QEA	QE	088	Quebecair, Inc.
CD	CD	158	Compania Dominicana de Aviaci	QEA	QE	088	Quebecair, Inc.
CH	CH	158	Chilean Helicopter Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
CI	CI	231	Caribbean International Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
CINTA	CI	231	Cinto Chilean Airlines	QEA	QE	088	Quebecair, Inc.
CMA	CM	26M, 026-5, 132	Compania Mexicana de Aviaci	QEA	QE	088	Quebecair, Inc.
CN	CN	319	Central Airlines, Inc.	QEA	QE	088	Quebecair, Inc.
CO	CO	005	Continental Airlines, Inc.	QEA	QE	088	Quebecair, Inc.
COA	CO	320	Caribbean Airlines, Inc.	QEA	QE	088	Quebecair, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.	QEA	QE	088	Quebecair, Inc.
CONN	CH	165	Connellan Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
COPA	CM	220	Compania Panamena de Aviaci	QEA	QE	088	Quebecair, Inc.
CPA	CP	018	Canadian Pacific Airlines, Ltd.	QEA	QE	088	Quebecair, Inc.
CRUZEIRO	CC	049	Servicos Aereos Cruzeiro do Sul	QEA	QE	088	Quebecair, Inc.
CSA	CS	049	Czechoslovak Airlines	QEA	QE	088	Quebecair, Inc.
CUBANA	CU	046	Compania Cubana de Aviaci	QEA	QE	088	Quebecair, Inc.
CYP	CY	048	Cyprus Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
DA	DA	226	Dragon Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
DERBY	DR	226	Derby Aviation, Ltd.	QEA	QE	088	Quebecair, Inc.
DETA	DT	068	Divisao de Exploracao	QEA	QE	088	Quebecair, Inc.
DL	DL	006	Delta Air Lines, Inc.	QEA	QE	088	Quebecair, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos	QEA	QE	088	Quebecair, Inc.
EA	EA	007	Eastern Air Lines, Inc.	QEA	QE	088	Quebecair, Inc.
EC	EC	094	East African Airways Corp.	QEA	QE	088	Quebecair, Inc.
EO	EO	232	Eagle Airways of Britain	QEA	QE	088	Quebecair, Inc.
EL AL	LY	114	El Al Israel Airlines, Ltd.	QEA	QE	088	Quebecair, Inc.
ES	ES	26E, 026-83, 169	Elia Air Lines	QEA	QE	088	Quebecair, Inc.
ETHIOPIAN	ET	071	Ethiopian Air Lines	QEA	QE	088	Quebecair, Inc.
EWA	EW	173	East-West Airlines, Ltd.	QEA	QE	088	Quebecair, Inc.
FAUCETT	CF	163	Compania de Aviaci "FAUCETT", S.A.	QEA	QE	088	Quebecair, Inc.
FINNAIR	AY	105	Aero O/Y (Finair)	QEA	QE	088	Quebecair, Inc.
FL	FL	028	Frontier Airlines, Inc.	QEA	QE	088	Quebecair, Inc.
FLUG	FI	108	Flugfag Islands, H.F. (Iceland Airways, Ltd.)	QEA	QE	088	Quebecair, Inc.
FT	FT	023	Flying Tiger Lines, Inc.	QEA	QE	088	Quebecair, Inc.
GAL	GA	060	Guinea Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
GAM	AG	060	Guest Aerovias Mexico, S.A.	QEA	QE	088	Quebecair, Inc.
GIA	GF	126	Garuda Indonesian Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
GIBAIR	GT	171	Gibraltar Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
GU	GU	073	Empresa Guatemalteca de Aviaci	QEA	QE	088	Quebecair, Inc.
HAL	HA	173	Hawallan Airlines, Ltd.	QEA	QE	088	Quebecair, Inc.
HCA	HC	122	Hunting-Clair Air Transport, Ltd.	QEA	QE	088	Quebecair, Inc.
HKA	HK	054	Hong Kong Airways, Ltd.	QEA	QE	088	Quebecair, Inc.
IA	IA	073	Israel Airways	QEA	QE	088	Quebecair, Inc.
IAC	IC	058, 093	Indian Airlines Corporation	QEA	QE	088	Quebecair, Inc.
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas	QEA	QE	088	Quebecair, Inc.
JAL	JL	278	Islandic Airlines	QEA	QE	088	Quebecair, Inc.
IRA	IR	096	Iranian Airways	QEA	QE	088	Quebecair, Inc.
JAT	JL	131	Japan Air Lines Company, Ltd.	QEA	QE	088	Quebecair, Inc.
JAT	JU	115	Jugoslavenski Aerotransport (JAT)	QEA	QE	088	Quebecair, Inc.
JSY	JY	130	Jersey Airlines	QEA	QE	088	Quebecair, Inc.
KA	KA	229	Kuwait Airways	QEA	QE	088	Quebecair, Inc.
KLM	KL	074	K.L.M. Royal Dutch Airlines	QEA	QE	088	Quebecair, Inc.
KNA	KN	222	Korean National Airlines	QEA	QE	088	Quebecair, Inc.
LAB	LB	051	Lloyd Aereo Boliviano	QEA	QE	088	Quebecair, Inc.
LACA	LA	026-80, 133	Lineas Aereas Costarricenses, S.A.	QEA	QE	088	Quebecair, Inc.
LAD	LD	177	Lineas Aereas del Estado	QEA	QE	088	Quebecair, Inc.

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according to the charge applicable to the class in which the article has been placed in the classification tariff.

C.O.D. means an arrangement between the shipper and the carrier whereby the latter, upon delivery of the consignment, is to collect from the consignee the amount indicated on the air waybill as payable to the shipper.

Commodity Rate means a rate applied to a particular commodity for carriage between specifically named points.

Conditions of Carriage means the terms and conditions established by a carrier in respect to its carriage.

Conditions of Carriage, IATA (or General), which is equivalent to the term rules tariffs, means the general terms and conditions established by a carrier in respect of its carriage.

Consignment, which is equivalent to the term shipment, means one or more pieces of goods accepted by the carrier from one shipper at one time and at one address, receipted for in one lot and moving on one air waybill to one consignee at one destination address.

Consignee means the person whose name appears on the air waybill as the party to whom the goods are to be delivered by the carrier.

Consignor—See Shipper.

Declared Value for Carriage means the value of goods or baggage declared to the carrier by the consignor or passenger for the purpose of determining charges or of establishing the limit of the carrier's liability for loss, damage or delay.

Fare (any term using the word fare is universally restricted to passenger traffic).

Flight number, which is equivalent to the term line number, means the numerical designation of a flight.

Goods means any property carried or to be carried in an aircraft, other than mail or other property carried

or charge obtained by proration.

Proration means division of a joint fare, rate or charge between the carriers concerned on an agreed basis.

Proration, Mileage means proration on the basis of the respective on-line mileages.

Proration, Rate means proration on the basis of the respective on-line rates.

Quantity Discount means a percentage reduction of a rate based on quantity.

Rate means the amount charged by the carrier for carriage of a unit of weight (or volume) or value of goods or excess baggage.

Rate, Basic means either a specified or constructed rate expressed in the basic currency of the Conference.

Rate, Class means a rate applicable to a specifically designated class of goods.

Rate, Combination Joint means a joint rate which is obtained by combining two or more published rates.

Rate, Constructed means the rate for the carriage of goods established in accordance with an applicable IATA Traffic Conference constructed resolution.

Rate, General Cargo means a rate established for cargo in general.

Rate, IATA means a specified or constructed rate.

Rate, Interline—See Rate, Joint.

Rate, Joint which is equivalent to the term interline rate, means a rate which applies for carriage over the lines of two or more carriers and which is published as a single amount.

Rate, Local—See Rate, On-Line.

Rate, Normal means the full under-45-Kilogram general cargo rate.

Rate, On Line, which is equivalent to the term local rate, means a rate which applies for carriage over the lines of a single carrier.

Rate, Proportional means a rate published for use only in combination with other rates for carriage from, to or through, a specified point.

Rate, Prorated Joint means a joint rate other than a combination joint rate.

Rate, Published means a rate, the amount of which is specifically set forth in the carrier's rates tariff.

Rate, Specific Commodity means a rate applicable to carriage of specifically designated commodities.

Rate, Specified means the rate for the carriage of goods specified in an applicable IATA Traffic Conference resolution.

Rate, Through means the total rate from point of departure to point of destination. It may be a joint rate or a combination of rates.

Rates, Combination of means an amount which is obtained by com-

bining two or more rates and which is not published as a single amount.

Refund means the repayment to the purchaser of all or a portion of a fare, rate or charge for unused carriage.

Reservation, which is equivalent to the term booking, means the allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage or goods.

Route, Direct means the shortest route operated between two points.

Route, Indirect means any route other than the direct route operated between two points.



Routing means the designation of a route.

Service, City Terminal means surface carriage provided by an air carrier between its city handling station and the airport of departure or destination.

Service Delivery means the surface carriage provided by an air carrier of inbound goods or baggage from the airport of destination to the address of the consignee or passenger or that of his designated agent or to the custody of the proper government agency when required.

Service, Pick-up means the surface carriage provided by an air carrier of outbound goods or baggage from the shipper's or passenger's address or that of his designated agent to the airport of departure.

Shipment—See Consignment.

Shipper, which is equivalent to the term consignor, means the person whose name appears on the air waybill as the party contracting with the carrier(s) for carriage of goods.

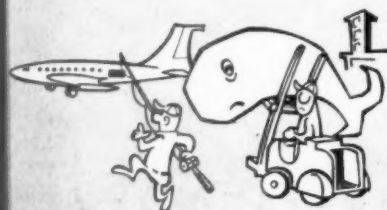
Surcharge, Value means a surcharge for the carriage of cargo having a value in excess of \$200, or equivalent, per kilogram.

Tariffs means the published fares, rates, charges and/or related conditions of carriage of a carrier.

Tariff, Rates means the tariff concerned with rates and related charges.

Tariff, Rules, which is equivalent to the term IATA (or General) Conditions of Carriage, means the tariff concerned with the general terms and conditions of carriage. See Conditions of Carriage, IATA (or General).

Transportation—See Carriage.



under the terms of an international postal convention, baggage (including personal effects accompanying a passenger) or property of the carrier(s).

Line Number—See Flight Number.

Luggage—See Baggage.

Prorate (where used as a noun) means a portion of a joint fare, rate

CAB Exempts Military Charters From Tariff Requirements

To meet military demands, the Civil Aeronautics Board recently exempted carriers engaged in domestic military charter operations, CAMS (Commercial Air Movements), from certain tariff regulations. The new Board ruling, sought by the Independent Airlines Association and the Supplemental Air Carrier Conference, permits carriers seeking military contracts to submit bids in line with military specifications.

The CAB exemption action was prompted by a federal court decision which established that the government is required to pay for actual ferry mileage flown as part of a charter movement at the published tariff rate despite contract terms to the contrary.

With this ruling in effect, the Defense Department feared it would be exposed to unexpected costs. As a counter measure, Defense asked carriers bidding for military contracts to

drop or discontinue ferry costs. The Board exemption meets this military demand.

The tariff waiver was adopted for a temporary period, expiring June 30, 1959, and is subject to two conditions: (1) it applies only to charter operations within the U.S., and (2) each exempted carrier shall file a monthly report with the Board on its military charter operations.

In effect, the board decision rejected a filing by SACC for a general tariff exemption for military charters. But at the same time the ruling grants a tariff amendment filed by IAA which called for authority to allow the supplemental and private carriers to contract with the government at a fixed price including live and ferry mileage for charters, with the proviso that no extra charge will be made if more ferry mileage is flown than was estimated.

The Board based its findings on the conclusion that "unless the air carriers can meet military bid requirements, they will immediately lose a substantial part of this business." In the opinion of the Board, "the continued participation of air carriers in this military charter business is essential to the national defense and financial well-being of many of our air carriers."

Explaining its exemption action, the Agency explained, "An effective tariff cannot be devised which would meet the Military bid requirements at the same time and still not violate Section 401 (dealing with tariff filing requirements) or place an undue burden upon the air carriers." The Board amplified that, "exempting the air carriers as we have provided will permit them to meet the military bid requirements. The fact that the air carriers engaged in military charter operations must adhere to the live charter rates will, in the opinion of the Board, minimize the possibility of destructive rate-cutting. With respect to objections raised by the certificated air carriers, we believe these objections have been met in view of our decision to limit the exemption to excess ferry mileage."

At the same time, the Board extended the exemption to Part 45 operators (private carriers) "participating in CAM movements through the IAA on the same basis with respect to rate changes as the supplemental carriers." In a separate order, CAB stressed the importance of the existing relationship between supplemental and Part 45 carriers. The Agency noted that a situation could exist where the Part 45 operators, not bound by tariff filings, could consistently undercut supplemental air carriers on CAM traffic (the Board has no tariff authority over Part 45 operators).

With the supplemental—Part 45 problem in mind, the Board called for a reappraisal of the present situation which "results in an inequality of competitive position as between supplemental and Part 45 carriers which could have serious consequences to the economic health of the industry."

To guard against this possibility, the Board ruled that Part 45 operators utilizing the services of and facilities of IAA, "must amend their existing contracts with IAA by appending thereto a statement of charges for CAM operations." This requirement will pertain equally to any other Part 45 carrier desiring to use the facilities of IAA. The Board further made mandatory for IAA to include a statement of charges for CAM operations in their contracts with Part 45 operators.

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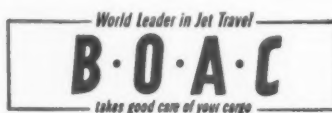
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PEOPLE

Enrique Chavez has moved up from second to first vice president of LAV, the Venezuelan Airline. Chavez, a member of LAV's board of directors, has been with LAV since 1953. Since then he has served as LAV's general manager in New York, and in Europe. In 1957 he returned to the company's headquarters in Caracas as traffic manager. Early in 1958 he was promoted to second vice president.

Florian J. Stevens has been named to the newly created post of director, cargo sales service, of American Airlines. He will be responsible for all policies and procedures of American's cargo service at air freight terminals and he will oversee the pickup and delivery service provided by agents.

Raymond A. Norden, president of Seaboard & Western Airlines, scheduled transatlantic all-cargo airline, has been elected to the board of directors of the Air Transport Association. C. M. Witt, vice president of sales for Southwestern Airways, was elected president of the Air Traffic Conference, a division of the Air Transport Association.

Ralph B. Harlan has been appointed to the post of director of freight traffic

for the California Manufacturers Association. Harlan was formerly director of traffic and packaging for Paddock of California.

J. J. Davin, formerly district sales manager in Pittsburgh for United Air Lines, has joined the staff of B. B. Gragg, United vice president-marketing. Succeeding Davin at Pittsburgh is G. W. Armstrong, formerly United's staff superintendent-sales promotion for the eastern sales region.

Other changes at United send: W. J. Hartland to Vancouver, B.C., as district sales manager succeeding E. D. Cox, who moves to Detroit as district sales manager. Former Detroit d.s.m., H. J. Fellows, moves to a similar post in Portland.

In preparation for new services to be started in early 1959, United has named C. R. Wolf, district sales manager in Columbus, Ohio, and H. E. Harwood district sales manager in Dayton.

Burr W. Hupp and Richard J. Sweeney have been named principals of the firm of Drake, Startzman, Sheahan and Barclay, distribution and materials handling consultants. DSSB, a New York concern, last year, made a

comprehensive survey of the airlines air freight ground handling operations.

John Dodd, formerly station manager for British Overseas Airways Corp. at Montego Bay, Jamaica, has been named manager-Chicago, succeeding R. W. I. Geldard, who moves to San Francisco as manager. Geldard succeeds H. J. (Ray) Bingham, who moves to Beirut as manager-Middle East.

Ellis D. Slater, a member of the board of directors of Emery Air Freight since 1955, has been elected chairman. John C. Emery, president and founder of Emery, continues as chief executive office.

Eddie Holohan, formerly in the Washington office of The Flying Tiger Line, has been named assistant to the executive vice president, Fred Denninger.

Alfred H. Burnham has been appointed manager, system publicity for Capital Airlines, replacing James B. Ford, resigned.

Earl Leonce Guillot has been named manager of the newly opened New Orleans office of Container Transport International, Inc.



ENRIQUE CHAVEZ



FLORIAN J. STEVENS



RAYMOND A. NORDEN

SEATTLE

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ANIR CAR JANUARY, 1959

New Florida Services Started

**New Florida carriers hurdle legal barriers.
Route awards in the Great Lakes, St. Louis-
Southeast Service Cases activated.**

A barrage of appeals to Civil Aeronautics Board's decisions in the St. Louis Southeast Case and the Great Lakes-Southeast Service Case only temporarily prevented newly certificated carriers from inaugurating service to Florida. But the resulting confusion over the hodge-podge of filings and counter-filings was formidable. Most of the initial legal action was aimed at a stay of effective dates and judicial review of the new services authorized by the Board. (As this issue of AIR CARGO was being distributed, it was expected that all the Florida routes would be activated).

American, Eastern, National and Delta filed in the St. Louis case. In the Great Lakes case, National, Eastern, Capitol Airways (a supplemental carrier) and Piedmont Airlines entered the legal fray.

The Board acted to defer awards in the Great Lakes Case after Eastern filed in the New York Circuit Court, and the Board was advised immediate action would be inconvenient to the Court.

The route awards affected by the order were Northwest's certification between Chicago and Miami; Delta's extension from Cincinnati to Dayton, Columbus, Toledo and Detroit and its authority to serve Indianapolis, Louisville, Orlando, Tampa-St. Petersburg-Clearwater and West Palm Beach and Capital Airlines from Atlanta to Florida and from Pittsburgh to Buffalo.

In the St. Louis case, the Board postponed the effective date of inauguration of service because, it appeared that "it cannot finally dispose of such petitions" for reconsideration until the certificates become effective.

Delta led the filing parade in the St. Louis case and was joined by American, Eastern and National. The carriers based the thrust of their arguments on the fact that award of a St. Louis-Miami route to TWA gave that airline a southern transcontinental route from the west coast to Miami with only one stop at St. Louis. These opposing carriers, alleged the award precludes fair hearing in the Southern Transcontinental Service Case.

The American filing pointed out to

the court that AA had on file with CAB one or more applications to provide single-carrier southern transcontinental service and had asked the Board to preclude from the St. Louis-Southeast Case any award of a transcontinental route by imposing a restriction on through-plane service. American said it was deprived of a fair hearing in the transcontinental issue by the TWA award and asked the court to set the Board ruling aside.

Eastern also objected to the TWA award, but further protested the award to Delta of a new segment from Memphis to Atlanta and beyond to points in Georgia and South Carolina. The effect of the awards is to duplicate Eastern's service, the carrier contended. EAL added that the Board had failed to consider, as required by the Act, the effect of the awards competitively on Eastern. Delta had previously told the court the award to TWA prejudged the southern transcontinental route applications of other carriers.

As a result of this legal skirmishing, CAB asked the Court to consolidate the airline filings and requested permission for leave to file a consolidated answer.

In the Great Lakes Case, Eastern sought review of the Board's decision to award Capital an extension from Pittsburgh to Buffalo and from Atlanta to Miami, removal of restrictions on some Northwest routes, and to other awards to Northwest and Delta. EAL said the awards would totally or in part multiply operations over major routes of Eastern. In fact, the airline felt that it was denied a fair hearing on its . . . applications . . . and enclosed copies of the Board's minutes of the meetings in which CAB considered the St. Louis and Great Lakes cases.

EAL alleged the minutes proved the Board had not considered the mutual exclusivity questions.

Eastern further held that the Board announced a decision in the case in a press release before the full facts were available. The airline added that the Board had not considered the com-

petitive effects upon Eastern.

Capitol Airways wanted a count review of the awards to Northwest, Capital and Delta and the Board's decision not to allow Capitol's low fare air coach service between Chicago-Detroit-Miami. Capitol said the Board had made no finding as to whether its proposed service in the case was required by public need, and the finding on the proposed low fare was not supported by the evidence.

Piedmont Airlines asked for court review and a stay of the Board's order saying CAB had no authority to grant Eastern routes between Chicago and Cincinnati and certain points in the south because the Board order did not contain findings or reasons for the extension. Piedmont argued that it had been denied a fair hearing and asked the court to eliminate Eastern's authority at the points.

In other developments: (1) Delta asked CAB to defer the effective date of the portion of the order in the Great Lakes Case giving nonstop authority to Eastern between Cincinnati and points in Florida to be co-existent with the authority given to Delta; (2) Piedmont Airlines asked CAB to postpone the effective date of the Eastern certificate change into the points listed in its court filing and (3) National Airlines told CAB it objects to discontinuance of the Capital-National interchange of equipment agreement after December 13 as proposed by Capital, which got a route extension to Florida in the Great Lakes Case.

Meanwhile, the Court of Appeals slapped down the various petitions for a stay of CAB's route awards in the Great Lakes-Southeast Case. The way was now clear for Northwest to begin Chicago-Miami service and for Capital and Delta to begin service on their route awards.

The court opinion said the legal body was not persuaded that the " requisite conditions for granting the stay are shown to have been met . . . The court added that it was impossible to state in detail the reasons for denying a stay before expiration of the Board's stay order.

CAB, Northwest, Delta, and Capital had all appeared before the Court to oppose grant of the stays.

But the award in the case to Eastern is still not effective. Still pending is the Piedmont challenge to the EAL award between Chicago and Cincinnati. The Board itself must still consider the allegations in the Piedmont petitions.

In the St. Louis-Southeast case CAB denied petitions for reconsideration. The Board did clarify its award

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to Delta, but opposed carrier petitions to the Court.

The Board noted that most of the carrier requests for reconsideration hit at the selection of TWA to operate from St. Louis to Florida.

Vice Chairman Chan Gurney dissented and said he would grant withdrawal of the TWA award and would also provide Delta with two-stop instead of three-stop service from Kansas City to Florida. Member G. Joseph Minetti also said he would grant the petitions for reconsideration of the TWA award or would impose a change-of-plane restriction at St. Louis.

The Board denial of the petitions said American and Delta had not asked for consolidation of their applications for southern transcontinental routes into the case nor had they suggested the award to TWA might preclude a subsequent award of the transcontinental route.

The Board order further pointed out that National had asked the Agency either to restrict single-plane service between points west and points south-east of St. Louis or include NAL's transcontinental application. But the order stressed, that the carrier had not questioned the Board's refusal to impose a change-of-plane requirement and did not seek reconsideration of the consolidation order.

Even with disposal of the "Ash-backer considerations," CAB said, it would affirm the conclusion reached to give the award to TWA. It does not follow that the grant to TWA "would preclude a subsequent grant of the applications in the Southern Transcontinental Case," the Board added.

In rejecting Eastern's petition, the Board pointed out that the case had been restricted to avoid a "gigantic" proceeding. An eastern petition for reconsideration of the grant to Delta of Birmingham-Memphis authority was also denied by the Agency. The Eastern and Delta applications were not mutually exclusive, CAB said.

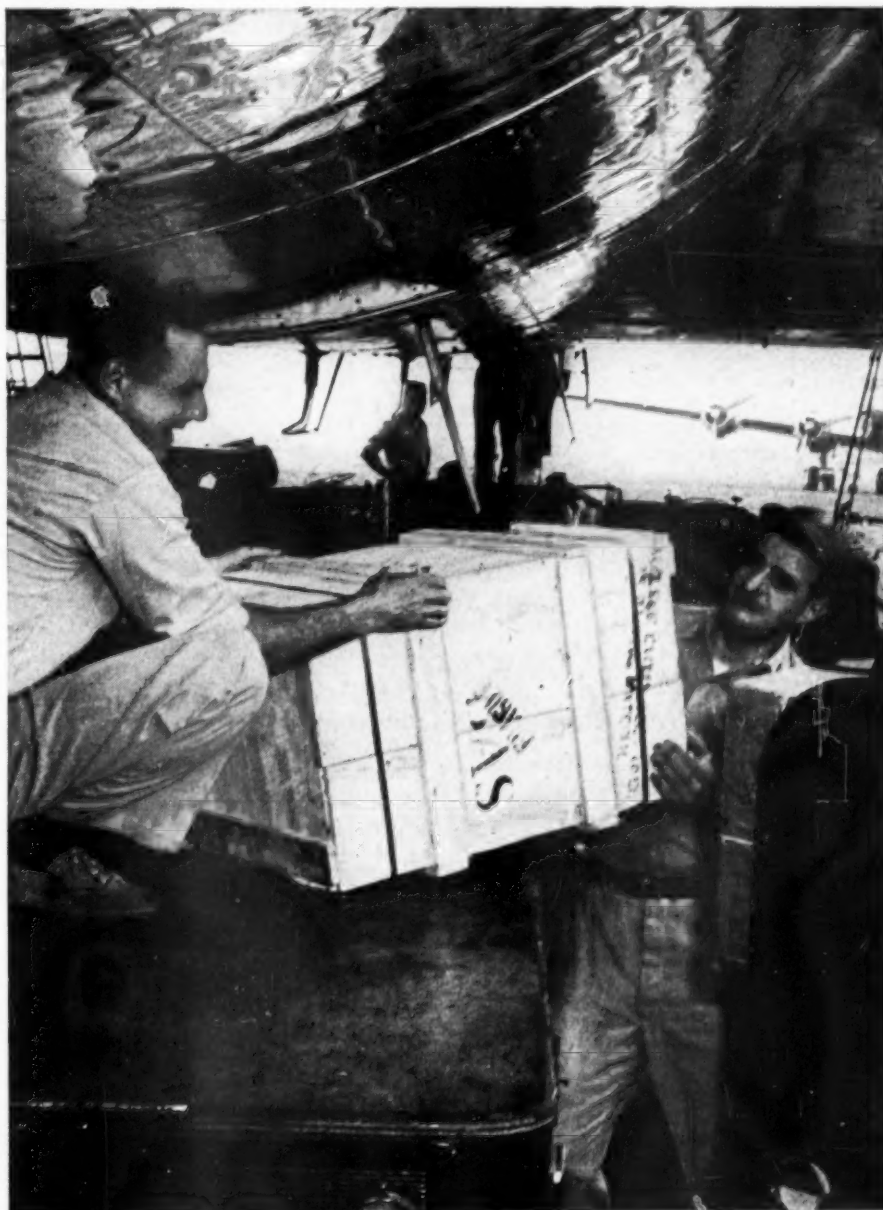
Clarifying the award to Delta, the Board redrafted the DAL certificate, imposing restrictions only insofar as service to Florida points was concerned but at the same time permitted through-plane service between Augusta and Savannah, Ga., and Columbia and Charleston, S.C., on the one hand, and Memphis and St. Louis, on the other.

As AIR CARGO went to press, the U.S. Court of Appeals was considering requests by carriers for a stay of the Board's order in the case until the court can consider the petitions for judicial review. The Board strongly opposed the grant of the stays.

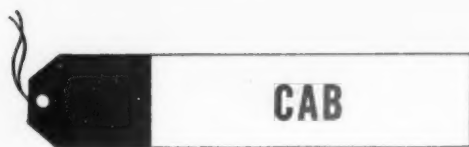
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AIR FRANCE



No Major Changes Seen For Alaska Policy

The Civil Aeronautics Board's legal staff has concluded that the "framework of regulation of Alaskan operations will not need to undergo any substantial revision, as a result of Alaska's statehood." Some technical revisions in air carrier certificates were still deemed a possibility.

The staff study points out, for example, some of the present certificates for services between the existing 48 states and Alaska should be reissued so as to authorize interstate, rather than overseas, air transportation.

Another consideration involves air carriers holding certificates for service wholly within Alaska which may desire to cancel or abandon their certificates on the ground that they are engaged in intrastate operations and no longer subject to the authority of

the CAB. "Similarly," the staff anticipated that the "Board may wish to consider whether continued or less stringent regulation of the Alaskan pilot owners is desirable," since their operations are predominantly intrastate.

Federal air safety regulations will "continue unimpaired in Alaska," the study notes. In addition, the Board will retain jurisdiction over four main categories of operations: (1) common carrier operations; (2) transportation of mail, whether intrastate or interstate; (3) "common carrier operations conducted wholly within Alaska but which involve the continuous movement of persons or property to or from points outside of Alaska;" and (4) "common carrier operations which are conducted between points within Alaska through the air space over any place outside thereof."

CAB Issues Press Decision In Chicago-Twin Cities Case

Northwest, Eastern, Capital, and United airlines are the recipients of additional route authority as a result of Civil Aeronautics Board's press release decision in the Chicago-Milwaukee-Twin Cities Service Case.

Under terms of the tentative decision, Northwest would be allowed to operate nonstop between Minneapolis/St. Paul and Milwaukee on the one hand and Atlanta, Tampa/St. Petersburg/Clearwater and Miami on the other. Northwest has already been awarded a Chicago-Atlanta-Tampa/St. Petersburg/Clearwater-Miami route in the Great Lakes-Southeast Service Case. The additional authority in the Twin Cities Case would permit NWA to overfly Chicago from the Twin Cities and Milwaukee.

Eastern's route was extended from the terminal point Chicago to the terminal point Minneapolis/St. Paul via the intermediate Milwaukee. The tentative vote included a restriction that flights serving the Twin Cities

and Milwaukee could only begin or end as far south as Nashville and included terms that such flights must serve at least two intermediates north of those cities. This would exclude turnaround in the Chicago-Milwaukee-Twin Cities market.

The Capital route extension extends the carrier beyond the present terminal point Chicago to Minneapolis/St. Paul via the intermediate Milwaukee and allows CAP to operate shuttle services between these points. This would remove the present restriction in Capital's certificate which allows the carrier to serve Minneapolis/St. Paul and Milwaukee only on flights originating or terminating at Detroit or a point east or south thereof. CAP is presently authorized to serve Milwaukee and the Twin Cities on the same flight but not Chicago.

The release further made it clear that the Board would authorize United to serve Milwaukee and Chicago on the same flight as long as such flights extend as far east as Cleveland and as far west as Omaha. United can now serve both Chicago and Milwau-

kee on east-west flights through either city.

Vice Chairman Chan Gurney voiced dissent on the awards to Eastern and Capital. He held that Western Air Lines should have received the route extension which it applied for in the case. WAL had asked for extension of its route from the Twin Cities to Chicago with a long-haul restriction.

Next Year's Subsidy Report Released by Board

The annual Civil Aeronautics Board report on subsidy shows that \$61,786,000 will be allocated during the year beginning July 1, 1959. This figure amounts to \$10,455,000 more than the revised estimate of \$51,331,000 for the current year from July 1, 1958, through June 30, 1959.

The total amount can be broken down into types of carriers as follows: local service carriers, \$48,958,000; helicopter operators, \$4,873,000; Alaskan carriers, \$7,128,000, and Latin-American operations, \$827,000.

In fiscal year 1960, which begins July 1, 1959, the study forecasts service mail pay of \$77,806,000 for a total of \$139,592,000 service mail pay plus subsidy pay. The amount of subsidy includes about \$4,500,000, which is estimated, will be needed by local service carriers because of route changes and purchase of new equipment. A further break-down reveals that of the total amount the all-cargo carriers will receive \$263,000.

Shulman—Compliance Office Exchange Legal Blows

Shulman, Inc. and Civil Aeronautics Board's Office of Compliance recently traded legal blows in the Shulman Enforcement Proceeding. The next step is up to the examiner in the case. Herbert K. Bryan, who is now considering legal briefs filed by the two parties.

Compliance Attorney W. Arche Royall, seeking a cease and desist order, alleged that the Philadelphia based freight forwarder violated the Civil Aeronautics Act and the Board's economic regulations on nine different counts. Among the charges he enumerated were: failing to pay freight bills for transportation charges within

days after being billed by the direct air carrier, furnishing free telephone service to customers in violation of its tariff, and improperly remitting a portion of charges assessed for forwarder services in violation of the tariff.

Royall pointed out that most of the violations had "occurred repeatedly over a period of months and constitute a flagrant disregard of the Board's regulatory processes. It is noteworthy," he added, "that practically all of the violations which respondent would dismiss as pure clerical errors have inured financially in Shulman's favor and seldom in favor of the shipping public or respondent's competitors."

Shulman countered that the Compliance Division had not carried the burden of proof. For instance, the freight forwarder contended that evidence in support of the seven day bill charge "fails completely in that all of the exhibits introduced in support of the charge have been shown to con-

tain billings on which negotiations were being conducted and that out of approximately a million and a half dollars of business a year, only an infinitesimal part remained unpaid."

The Philadelphia forwarder reminded Bryan that "during the entire time of its operation as an air freight forwarder, no enforcement proceedings have been brought against it nor has it been reprimanded, cautioned, or advised that any of its operation was in violation of the Act . . ."

New Routes Approved For West Coast, Frontier

The Civil Aeronautics Board, in a press release decision, has announced tentative route awards to West Coast Airlines and Frontier Airlines in the Montana Local Service Case. At the same time, the Agency also voted to discontinue certain stops by United, Western and Northwest airlines.

Specifically, the Board would allow West Coast to: (1) serve a new route segment from Spokane-Coeur de Alene, Idaho, to Great Falls, Mont., via the intermediates, Kalispell and Cut Bank-Shelby, Mont.; (2) add Sun Valley/Hailey/Ketchum as an intermediate on the carrier's existing Boise-Idaho Falls segment; (3) establish a new segment between the co-terminals Lewiston/Clarkston and Pullman/Moscow on the one hand and the terminal Boise on the other, via the intermediate McCall, Idaho, which is to be served on a seasonable basis; and (4) extend the Boise-Idaho Falls segment beyond Burley-Rupert to the terminal Salt Lake City via the intermediates Logan and Ogden, Utah.

The latter award to Salt Lake City would close an important link in the local service pattern by bringing West Coast into contact with Frontier Airlines at Salt Lake City. As president Nick Bez of WCA pointed out, the Frontier connection will "close one of the last few remaining gaps in a local service pattern extending from coast to coast and including nearly 500 cities served by 13 carriers over some 45,000 miles of routes."

Frontier was tentatively authorized to: (1) serve the so-called "High Line" route between Great Falls and Williston, N.D., via the intermediates Harve, Glasgow and Wolf Point, Mont.; (2) fly a new segment between Billings, Mont., and Great Falls via the intermediate Lewiston; and extend from Riverton-Lander, Wyo., to Jackson, Wyo., and to Idaho Falls.

The release noted that the Board's "use it or lose it" policy announced in the Seven States Area Case press release would apply to the awards in this case. The Agency emphasized that the release did not constitute the Board's final order in the case.

Break-bulk Rules Eased By CAB

Civil Aeronautics Board has provisionally adopted findings which will permit direct and indirect air carriers to on-forward parts of break-bulk shipments by either air or surface carrier.

The distribution question was brought to a head by an American Airlines' petition filed in 1956 which asked the Board to clarify or to modify the minimum rate order. AA, after extensive study, advised the Board that many shippers were unable to use air freight and realize economic benefits because of the prohibition. The American petition was unopposed.

Independent of the AA petition, the question of on-forwarding again arose in the Minimum Rates for Air Freight

Forwarder Activity Increases

The friendly climate generated by the Civil Aeronautics Board for the air freight forwarders during the past year, through a number of favorable decisions, has resulted in a series of requests for forwarder authorization. The following companies have filed applications with CAB for Letters of Registration and Operating Authorizations as Air Freight Forwarders. The filing of the applications is required under Part 296 (Classification and Exemption of Indirect Air Carriers) of the Board's economic regulations.

Applications For Operating Authorizations (Interstate)

ABCO Moving & Storage Corp., 43-45 West 60th Street, New York, New York.
Ace R. B. Van Lines, Inc., 2136 N.W. 24th Avenue, Miami, Florida.
Bader Bros., Inc., 70 Eldert Street, Brooklyn 7, New York.
B. Von Paris & Sons, Inc., 400 South Highland Avenue, Baltimore 24, Maryland.
Chicago Avenue Transfer, Inc., 333 East 78th Street, Minneapolis 23, Minnesota.
Empire Carriers Corp., 555 West 34th Street, New York 1, New York.
Engel Bros., Inc., 1179-81 E. Grand Street, Elizabeth, New Jersey.
Henry H. Stevens, Inc., 1273 Broadway, Flint 6, Michigan.
Pyramid Van Lines, Inc., 9420 Sandusky Avenue, Cleveland 5, Ohio.
Security Storage and Van Company, Inc., 533 City Park Avenue, New Orleans, Louisiana.
Starck Van Lines, Inc., 110 Avenue B, Weirton, West Virginia.
Trans American Van Service, Inc., 7540 South Western Avenue, Chicago 20, Illinois.
The A. W. Fenton Co., Inc. (Trade Name: The A. W. Fenton Co., Inc., Airborne Coordinators Division) Cleveland Hopkins Airport, Cleveland 35, Ohio.

Applications For Letters of Registration (Overseas and International)

Airfreight Service Corporation, 747 Seventh Avenue, New York 17, New York.
Allied Air Freight International Corp., 428 Ninth Avenue, New York, New York.
Mexican Air Loading Co., Inc., 3700 Durazno Street, El Paso, Texas.
American Express Company, 65 Broadway, New York 6, New York.
B. Von Paris & Sons, Inc., 400 South Highland Avenue, Baltimore 24, Maryland.
Railway Express Agency, Inc., 219 East 42nd Street, New York.
Security Storage & Van Company, Inc., 533 City Park Avenue, New Orleans, Louisiana.
Starck Van Lines, Inc., 110 Avenue B, Weirton, West Virginia.
Trans Air System, Inc. c/o Samuel Z. Sorkin, Suite 512, 11 Broadway, New York 4, New York, and 51 Hudson Street, New York 13, New York.

Forwarders case. The problem raised in this case by air freight forwarders concerned on-forwarding parts of a distribution shipment by both surface and air carriers. The question raised by American related to on-forwarding by surface carrier.

CAB decided to solve the interrelated questions in one fell swoop.

In tentatively granting the expanded authority, the Board recognized the fact "that under certain circumstances it will be possible for the air carriers to avoid the prescribed minimum rates in the manner noted . . . We believe," the Board qualified, "that in view of the limited number of instances where such avoidance of the Board's minimum rate order might occur, there is no basis for concluding that such possibility will adversely affect the direct air carriers."

The Board did not fail to recognize the promotional value of on-forwarding service. The Agency noted that "one indirect carrier demonstrated that its distribution and on-forwarding service was responsible for the bulk of development of new air freight traffic and that this service was successful in diverting considerable tonnage from rail express and surface parcel post. Other air carriers and shipper witnesses voice strong approval of the on-forwarding service from the standpoint of its promotional value," CAB said.

The Board was not alone in the promotional observation. American Airlines estimated in studying the distribution problems of prospective air freight shippers, that many prospects with traffic exceeding 1,000,000 pounds annually, "are presently unable to use air transportation and to realize its economic benefits because of the existing prohibitions against on-forwarding."

Considering all the facts, the Board said it was convinced that the "on-forwarding service will be instrumental in the promotion and development of new air freight traffic and that such service makes available to the shipping

public a more complete, efficient, and flexible air freight service. Moreover, the Board finds that the on-forwarding service will not have any serious effect on the prescribed minimum air freight rates."

In accordance with the show case order, CAB granted interested parties 15 days in which to file any objection to the new policy.

American Shippers' Complaints Investigated By CAB

Civil Aeronautics Board has launched a formal investigation of complaints

filed by American Shippers against Western Transportation Co., d/b/a W.T.C. Air Freight, and Shulman Inc. American Shippers, a Los Angeles based forwarder, has charged both W.T.C., also based in Los Angeles, and Shulman, a forwarder located in Philadelphia, with violations of the Civil Aeronautics Act. CAB noted that "formal investigation of such alleged violations by the Board is in the public interest."

American Shippers' complaints are largely centered on the small package parcel post type operations of the other two forwarders.

CAB BRIEFS

Northeast, National and Eastern airlines have received exemption authority to serve Ft. Lauderdale as a co-terminal with Miami for one year. The authority is limited to flights also serving Washington, D.C., or points north of Washington.

Mackey Airlines' temporary authority has been renewed so the carrier may continue to serve Grand Bahama Island as an intermediate point between Ft. Lauderdale, Fla., and Bimini, B.W.I. CAB said the temporary authority would be continued until a decision is made on Mackey's application for permanent rights on this route.

Pan American World Airways has been authorized to continue suspension of service at Nuremburg, Germany for one year beginning December 1, 1958.

Pacific Northern Airlines has been granted exemption authority to purchase one Lockheed Constellation Model 749 from The Babb Company at a cost of \$600,000. As partial pay-

ment, PNA is transferring to Babb one Douglas DC-4 valued at \$281,000. The remainder will be paid in cash.

CAB has allowed Piedmont Airlines to provide one-plane service between Washington, D.C., and Winston-Salem, N.C. The Board said its temporary exemption authority, which is good for six months, will "largely alleviate certain aircraft operational problems . . . occasioned by the introduction of the new F-27 aircraft."

CAB CALENDAR

JANUARY

- Jan. 6—Pacific Northwest-Hawaii Renewal Case, resumes, hearing, Rm. E-210, Temp. Bldg. 5, Wash. D.C. (Docket 8960 et al).
- Jan. 7—Currey Air Transport Enforcement Proceeding, Oral Argument, Rm. 5042, Commerce Bldg., Wash., D.C. (Docket 8130).
- Jan. 12—New York Airways Certificate Renewal Case, hearing, tentative (Docket 8569 et al).
- Jan. 14—American Airlines et al, Mutual assistance agreement in event of strike, Oral Argument, Rm. 5042, Commerce Bldg., Wash. D.C. (Docket 9977).

FEBRUARY

- Feb. 2—American Express Co. Freight Forwarder operations; control, etc., hearing, tentative (Docket 9315 et al).
- Feb. 3—Peru Air Ways, S.A. Peru Miami-Washington-Montreal, hearing, tentative (Docket 9743).
- Feb. 9—Toledo Adequacy of Service Investigation, hearing, tentative (Docket 8851 et al).

MARCH

- Mar. 10—Pacific-Southwest Local Service Case, hearing, tentative (Docket 5645 et al).

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Carrier Round-Up

Pacific Air Lines has obtained Civil Aeronautics Board blessings on a guaranteed loan for the purchase of six F-27s. The total cost of the aircraft and related spares will run \$5,145,565. The actual CAB loan guarantee is for \$4,631,000 and was made to the Bank of America National Trust and Savings Association.

Pacific must repay the loan over a ten-year period at an interest rate of 5½%. The Board said Pacific would use the F-27s to replace the carrier's fleet of DC-3s and Martin 202s. The F-27s provide an increase of 100 miles per hour in cruise speed over the DC-3s, as well as pressurization, reduced vibration and greater passenger capacity.

Piedmont Aviation, Inc. (Piedmont Airlines) reported \$138,382 in express, freight and excess baggage revenue for the first nine months of 1958.

Total operating revenues for the nine month period equalled \$6,666,030, approximately \$500,000 more than the \$6,167,636 reported for the corresponding period of 1957. Net income after taxes slumped, however, to \$54,458 as against \$98,501 for the previous year.

Civil Aeronautics Board Examiner Thomas L. Wrenn has proposed service by three airlines to Santa Catalina Island, California. In an initial decision, Wrenn found that: (1) Pacific Air lines should be authorized to serve Santa Catalina as an intermediate between Los Angeles and San Diego for three years; (2) Avalon Air Transport, an intrastate carrier, and Catalina Air Transport, a contract carrier, should be authorized to operate between Los Angeles and Santa Catalina Island for three years; and (3) the helicopter airline Los Angeles Airways should have its previous exemption authority renewed, including the right to serve Santa Catalina Island within a radius of 50 miles from the Post Office Terminal Annex Building in Los Angeles.

Scandinavian Airlines System has begun the fifth year of polar route air service which links the West Coast to Europe. Since the inauguration of service on the route, SAS has carried more than 3,500,000 pounds of cargo and mail.

Tore H. Nilert, president of SAS, Inc., pointed out that, "The widespread and continuing public support

of the West Coast route since its inauguration has been mirrored by the corresponding increase in weekly flight frequency. It reached its highpoint in the recently ended 1958 summer travel season when eight weekly roundtrip flights were operated—a four-fold increase in only four years."

During the four-year period, the airline has operated nearly 2,100 flights over the 5,800 mile route.

The carrier is operating six weekly roundtrip flights during the current winter season between Los Angeles and Copenhagen.

Seaboard & Western Airlines has reported record earnings of \$1,252,477, equivalent to \$1.25 a share, for the three-month period ended Sept. 30.

S&W president Raymond A. Norden commented that third quarter earnings wiped out the loss of \$1,223,269 sustained during the first half of the year. In contrast, third quarter figures reported in 1957 show a loss of \$175,755.

Peak revenues and earnings were attributed to three major factors: (1) U.S. mail as a new source of revenue; (2) increased airfreight traffic and (3) a high level of "wet-lease" operations for other carriers.

Following is a comparison of third quarter and nine month figures for the last two years:

	1958	1957
Third Quarter Ending September 30		
Revenues	\$ 7,745,820	\$ 5,204,528
Net Income or (Loss)	1,252,477***	(175,755)*
Per Share	\$1.25	.....
Nine Months Ending September 30		
Revenues	\$17,377,898	\$17,195,880
Net Income	29,208***	486,024**
Per Share	3¢	48¢

*After Provision for Federal Taxes of \$189,500

**After Provision for Federal Taxes of \$479,000

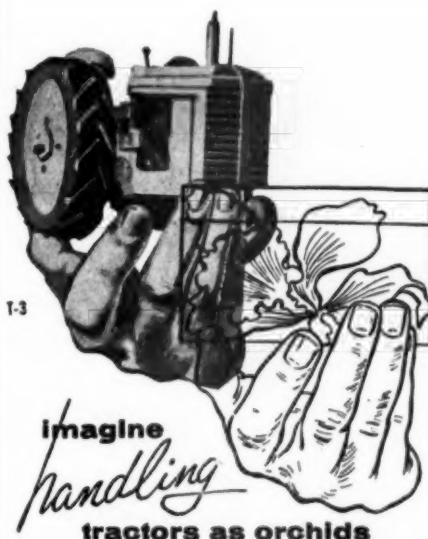
***No Provision for Federal Taxes Required

Capital Airlines has leased three Viscount aircraft from Continental Air

Lines. The carrier said the need for the aircraft arose as a result of increased requirements due to the Florida route which was awarded CAP in the Great Lakes-Southeast Service Case.

KLM Royal Dutch Airlines has received renewed authority from Civil Aeronautics Board to fly between Houston and Monterrey and/or Mexico City with any aircraft KLM operates in foreign air transportation over the carrier's Netherlands-Montreal-Houston route. The airline may carry transit passengers, property and mail.

The authority was extended as long as KLM holds a foreign air carrier permit authorizing Netherlands-Houston transportation. CAB noted that there was no adverse effect on any U.S. carrier due to the authority in the past but at the same time retained the power to "protect the interests of United States carriers without undue delay . . ."



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British Overseas Airways Corp. has inaugurated Comet 4 jetliner service between London and Montreal. Initial schedules call for flights once weekly in each direction.

Air Cambodia has started weekly service between Phnom Penh, capital of Cambodia, and Hong Kong with a fleet of Super Constellations, acquired from Air France.

United Air Lines has signed interline traffic agreements with three carriers serving Canada and a fourth operating intra-Madagascar routes. The

agreements are designed to provide transportation or shipment of goods over the systems of both United and the other lines with a single ticket or air waybill.

The airlines effected by the United agreement are Nordair, Ltd.; Saskatchewan Government Airways, Trans-Air Limited and Air Madagascar.

Nordair provides service from Montreal to five communities in northern Quebec and to Frobisher, eastern anchor of the DEW Line located on Baffin Island. Flights of Saskatchewan Government Airways connect Prince Albert with Saskatchewan communi-

ties as far north as Uranium City.

TransAir Limited's routes link the lake country north of Winnipeg and Hudson Bay with Winnipeg, Ottawa and Montreal.

Air Madagascar operates between the capital city of Tananarive and 46 cities on the island off the southeast coast of Africa.

Northeast Airlines has started serving Fort Lauderdale, Florida through Broward County Airport. Daily service links Ft. Lauderdale with New York International Airport. Effective this month, NEA will offer non-stop flights to and from Washington, D.C. as well as to and from New York.

American Airlines has taken delivery of its first two Lockheed Electra airliners, and expects to receive three more this month. The airline, on January 23 plans to put Electra schedules into effect between New York and Chicago.

Civil Aeronautics Board has cleared the way for Northwest Airlines to lease three DC-7Cs from Camaero, Inc., at a rental rate of \$38,000 per month for each. NWA will be responsible for all maintenance, insurance, overhaul and repair during the contract, which is scheduled to terminate November 19, 1960.

Irish Air Lines has taken delivery of two Fokker F-27s. The aircraft are earmarked for service on the airline's Dublin-to-Paris route.

Five more of the F-27s are expected by April, this year. They will replace DC-3s on scheduled Irish Air Line flights.

Garuda Indonesian Airways has awarded a contract to Lockheed Aircraft Service-Overseas to provide technical assistance for the operations and maintenance of Garuda Indonesian Airways, Djakarta, Indonesia.

The state owned airline operates a fleet of 39 American-made aircraft over approximately 23,000 miles, and serves the islands of the Republic of Indonesia as well as Singapore, Bangkok and Manila.

Delta Air Lines has been granted authority to begin nonstop service between New Orleans and Caracas, Venezuela.

Kuwait Airways has purchased a new Viscount from Vickers. The carrier currently operates two Middle East Airlines Viscounts on a lease basis.



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Dynamic Braking For Industrial Trucks

The Automatic Transportation Company has introduced a new separate control to provide Dynamic Braking on the firm's Transporter line of operator led industrial trucks. The company claims that Dynamic Braking provides faster, safer operation of the Transporter when used on ramps or in very narrow aisle applications where it is difficult to use the standard mechanical brake.

A fingertip switch is conveniently located on each side of the handle so that it can be used with either hand.

The Dynamic Braking system, which may be used optionally, in no way interferes with the standard system. Dynamic Braking bases its power on the dissipation of electrical energy produced by the truck's travel inertia. The energy is produced by the truck's traction motor functioning as a generator, the driving force being the motion of the truck.

For additional information about Dynamic Braking on the Transporter, contact the Automatic Transportation Company, 149 West 87th Street, Chicago, Illinois.

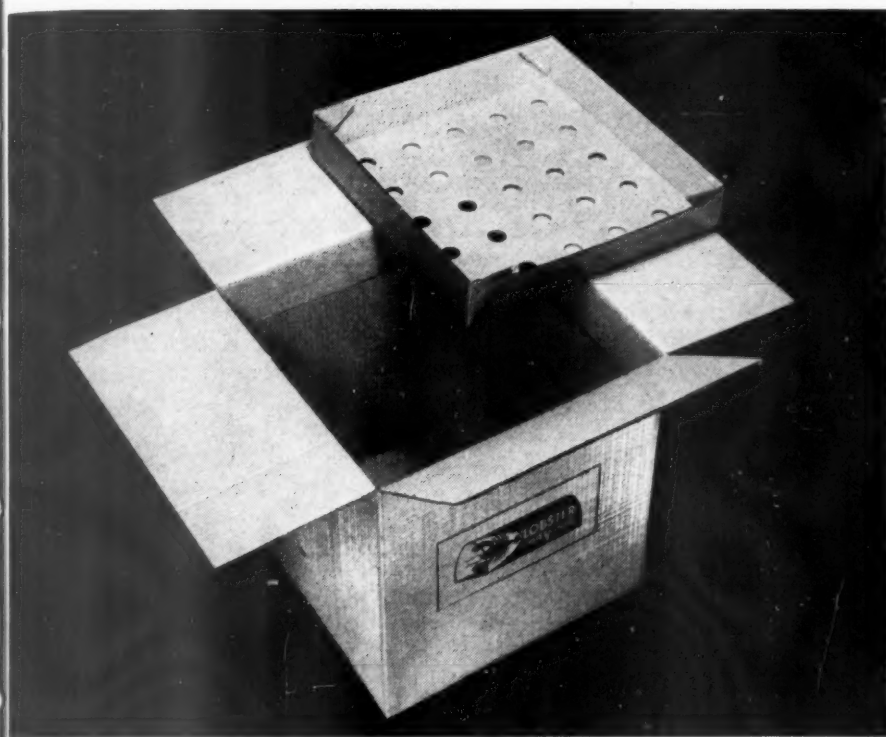
New Wheel Tread

A new type wheel tread that outwears rubber up to five times has been announced by the Hamilton Caster & Mfg. Company.

The new tread material, which is called "Duralast," is composed of a synthetic urethane elastomer especially



(When requesting information, please mention Air Cargo Magazine and Official Guide.)



Light-weight Water-proof Box For Airborne Lobsters

Lobsters are taking to the air in a new light-weight leak-proof container designed by Bathurst Containers Limited. The firm introduced the new container, suitable for air shipment of 50 pounds of lobsters, after trial shipments flown by Trans-Canada Air Lines between St. John, New Brunswick and Montreal, proved successful.

Two individuals were responsible for initiating the lobster development project, King Forde of Maritime Central Airways and R. B. Robinson of Bathurst. Tests of the container were carried out by Bathurst's research and development department and the St. Andrews, N.B. Biological Station of the Fisheries Research Board of Canada.

Taking advantage of insulating properties of aluminum foil, the 18 inch cube-shaped container is constructed of regular 200 pound test corrugated with foil laminated to the outside surface. Basically the container is a box within a box. The inner container is made in three sections: a wax tray on the bottom, an open ended liner 14 inches high standing on this tray, and a shallow ice tray with perforated holes that rests on the top edge of the liner.

In the shipping process, the lobsters are packed in the box and flake ice is placed in the ice tray. This ice is sealed in polyethylene bags to protect the lobsters from melt water and to avoid undesirable leakage in the aircraft. It has been established that lobsters can be kept alive in this container for 36 hours in an outside temperature of 70 degrees.

The gross shipping weight of a container holding 50 pounds of lobster is about 64 pounds as opposed to 125 pounds or more for barrels or double wooden cases commonly used for the purpose.

For further information, contact Bathurst Containers Limited, 760 Sun Life Building, Montreal 2, P.Q., Canada.

developed for industrial wheel application on floor trucks and allied equipment. According to the company, the new Duralast casters and wheels combine the long tread life and heavy load-carrying capacities of metal and plastic wheels with the noiseless and floor-protective qualities of conventional rubber.

Duralast wheels are available with straight or tapered roller bearings and in sizes ranging from 4 inches in diameter up. Complete information is available on request from the Hamilton Caster & Mfg. Company, 1700 Dixie Highway, Hamilton, Ohio.

Extension Cord Holder

An extension cord holder to fight the bugaboo of twisted cords and cables is being offered by the Kelso-Co.

The device permits extension cord, or cable, to be threaded through it. Then one half of the cord is neatly wound on one side of the holder and half is wound on the other side, making a tight, compact roll. Hooks on the cord holder permit hanging up by either end, keeping the cord off the floor and close to the job at hand.

Three models are available.



#179CH (pictured) is the model recommended for light jobs and easily holds 50 feet of 1/2 inch cord. #279CH is a heavy duty model, made of high-tensile cast aluminum, and holds 50 feet of 5/8 inch cable or 75 feet of 1/2 inch cord. #379CH is the industrial version and has capacity for 250 feet of 5/8 inch cable or cord. Prices are \$1.50, \$5.50 and \$12.98 respectively.

Any of the models can be ordered by mail from Kelso-Co., P. O. Box 43557, Hyde Park Station, Los Angeles 43, California. Check or money order should accompany the order. Free literature on any model will be sent by Kelso-Co. on request.

New Locking Mechanism For Large Hoist Hooks

A new locking mechanism for the Bullard Safety Hoist Hook gate has been developed for use on large size hoist hooks. This mechanism locks the safety gate in place over the top of the hook creating greater strength to the gate.

The new Tip-Lok attachment on the Bullard Safety Hoist Hook Gate keeps gate closed and load secure. The larger the hook, the greater the leverage against the locking mechanism at the shank. To assure the necessary strength, the Tip-Lok mechanism has been added to safety gates on hook sizes 13, 14, 15, 16, 16A, 17 and 17A.

Tip-Lok gate and locking mechanism are made of cast brass. All return springs are of stainless steel.

For further information or a copy of the Materials Handling catalog, contact your closest Bullard distributor or write directly to the E. D. Bullard Company, Sausalito, California.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)



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- an index of all U. S. cities of over 4,000 population—including nearest airport, mileage, direction, and available ground transportation. Canadian cities over 3,000 population are being added to the next issue.
- the complete list of Military Posts and Camps with location, nearest airport city, mileage, car rental and other ground transportation information.
- a Hotel/Motel directory of over 600 motels located adjacent to airports in over 267 cities in the U. S. and Canada.
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Technical Literature

Air Force Releases Report On Cushioning Tester

A report has been released by the Air Force which contains the latest findings on the Wright Air Development Center's package cushioning tester. The device is designed to simulate all elements of a container in service for package cushioning analysis.

The purpose of the platform-type tester is to study the types of cushioning materials which are used as shock absorbers in packages. Energy absorbing properties of the materials were needed for establishment of cushioning design criteria.

The report discusses the desirability of using the platform tester to gather cushioning design data. Several redesigns of the dropping carriage are described. A sturdy, lightweight aluminum cage striking a wood block was believed most suitable for simulating average conditions. Several refinements were also made in instrumentation for the tester.

Also discussed are the results of round robin analyses of dynamic testers used by a number of commercial

laboratories and WADC. The program was sponsored by the American Society for Testing Materials to correlate work in progress on dynamic testing.

The report, PB 121692-S *The Theory and Operation of a Dynamic Tester for Evaluating Package Cushioning Material*, S. M. Krakover, Wright Air Development Center, U.S. Air Force, May 1958, may be ordered from OTS, U.S. Department of Commerce, Washington 25. It contains 19 pages; the price is 75 cents.

An earlier report in this series which discusses cushioning design theory, types of testers, and initial design of the WADC apparatus is also available from OTS. It is PB 121692, same title, Sept. 1956, 42 pages, \$1.25.

Aluminum Box Catalog

Zero Manufacturing Company has released a new 20 page catalog showing more than 11,000 standard deep drawn aluminum boxes and covers which are available from stock with no tooling costs.

According to the firm's "Catalog B," sizes range from 7/8 inch to 1 1/2 inch with a height of 7/16 inch to 2 inches; to 20 1/2 inches x 32 1/2 inches with a height of from 2 1/4 inches to 10 inches. Each box makes its own flush fitting cover when inverted, and outside fitting, inside fitting, and gasket fitting covers are available for several sizes. All of the standard boxes can be furnished in any increment of 1/16 inch of height between maximum and minimum.

For further information, request catalog B, Zero Manufacturing Company, 1121 Chestnut Street, Burbank, California.

Industrial Textiles

Paulsen-Webber Cordage Corporation is offering a brochure illustrating the various applications which the firm has found for industrial textiles in such industries as shipping, materials handling, and contracting. Almost all of the company's work in industrial textiles is custom made.

The brochure is available free of charge from the Paulsen-Webber Cordage Corporation, Industrial Textiles Division, 170 John Street, New York 38, N.Y.

Leasing Circular For Handling Equipment

Methods of leasing materials handling equipment are described in a 4-page, 2-color circular available from Lewis-Shepard Products, Inc.

Three plans to acquire equipment without tying up working capital are included in the circular. The plans enumerated are lease option, straight or true leases and "power package" leases.

Under the lease option plan, the lessee takes title to the equipment at the completion of payments. With straight or true leases, title to the equipment remains with the lessor. "Power package" lease plans allow the user to lease the battery and charger for his electrically-powered fork lift trucks.

Free copies of this new leasing circular are available by contacting Lewis Shepard Products, Inc., Dept. R8-20, 125 Walnut St., Watertown 72, Mass.

ON THE DOCKET

JANUARY

Transportation Association of America
National Transportation Institute
Conrad Hilton Hotel, Chicago, Illinois, Jan. 14.

FEBRUARY

IATA, Traffic Handling Working Group, Golden Gate Hotel, Miami Beach, Florida, Feb. 16-27.

APRIL

First World Congress of Flight, combined with Air Force Association Annual Jet Age Conference, Las Vegas, Nevada, Apr. 12-18.

LETTERS

To the editor:

We read with interest your December, 1958, Vol. 2, No. 12 issue of *AIR CARGO*, especially the article entitled "Promoting Traffic Safely" by A. G. enewege.

Since the Arnold Engineering Development Center, a unit of the Air Research Development Command, United States Air Force, is an integral part of the current research in perpetuating the "Space Age," we will appreciate information as to where we may procure the International Air Transportation Association Regulations Relating to the Carriage of Restricted Articles.

T. A. Hopkins
Traffic Manager

Aro, Inc.
Tullahoma, Tennessee

Contact J. W. S. Brancker, Traffic Director, International Air Transportation Association, Terminal Centre Building, Montreal 3, Que., Canada.—ed.

AIR CARGO

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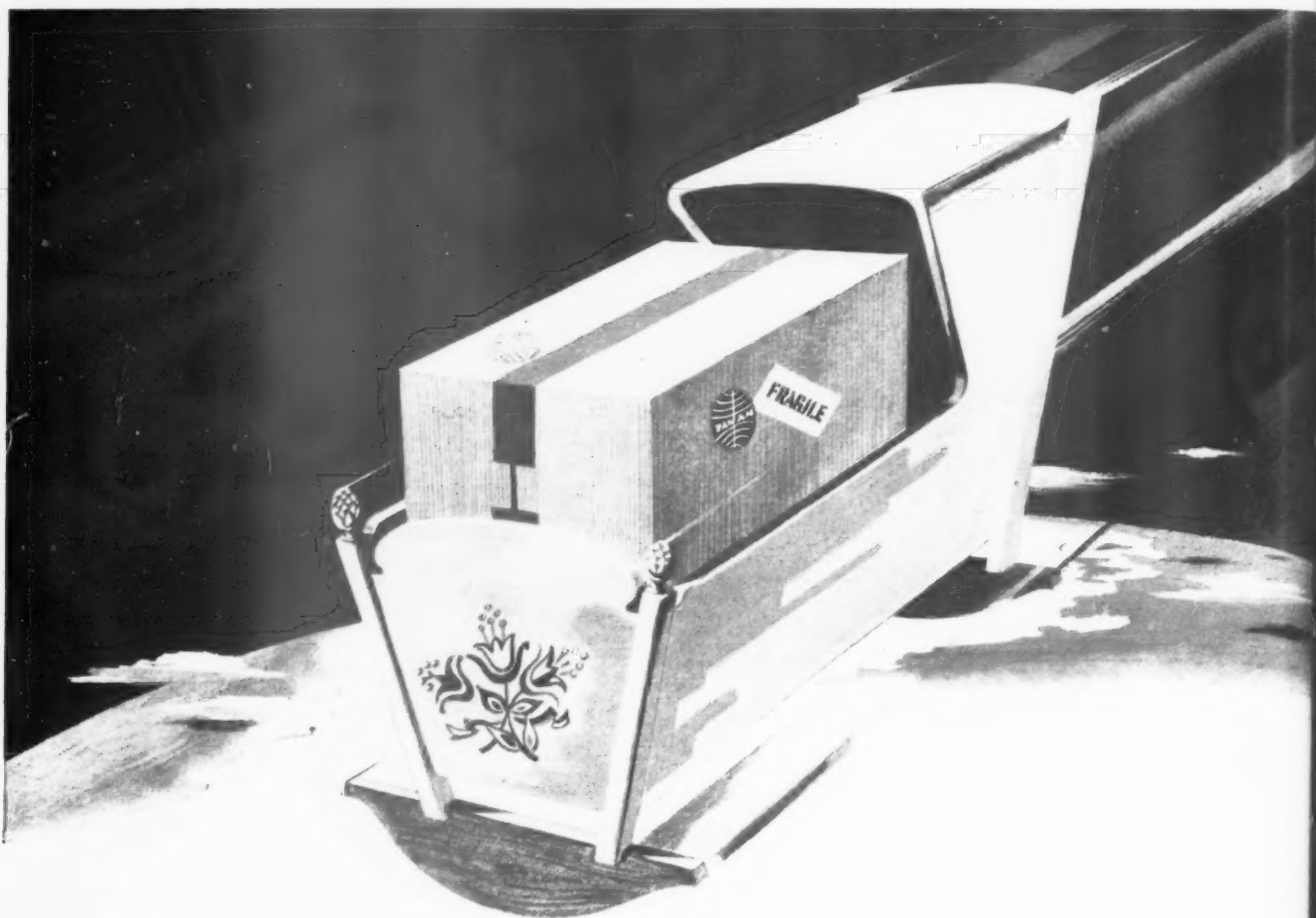
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